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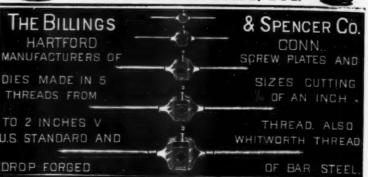
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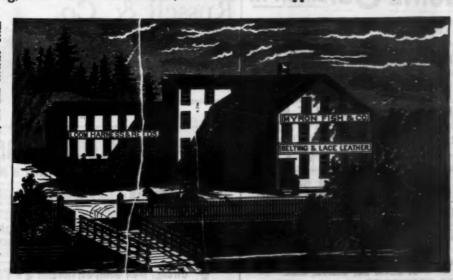
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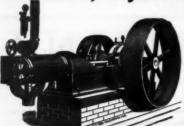
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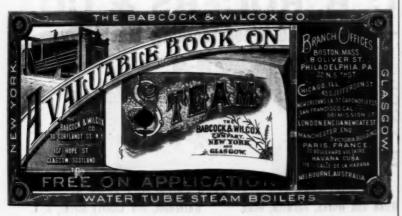
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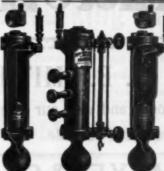
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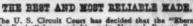
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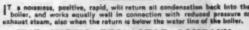
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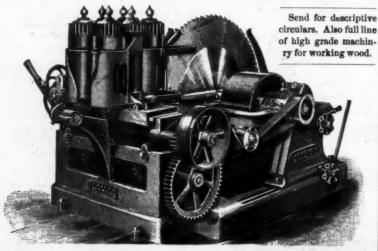
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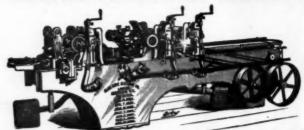
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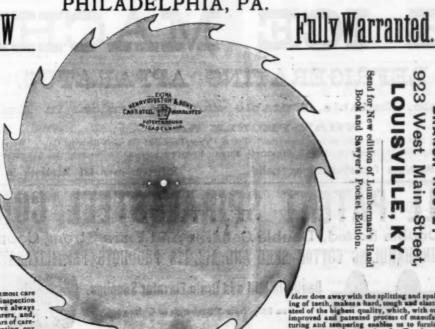




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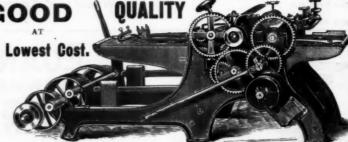


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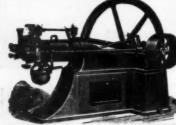
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THOMAS P. GRASTY, Southern Staff Correspondent Headquarters at Florence, Ala.

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BALTIMORE, APRIL 20, 1889

Messrs. Jenkins Bros., of New York, manufacturers of valves, packing, &c., in renewing their advertisement, write:

We like the MANUFACTURERS' RECORD very much, indeed, and consider it one of the best mediums. The character of the paper itself is a good advertisement, and, as such, should recommend itself to any firm who is interested in the Southern trade, that is, mechanically speaking. We like your methods of doing business, and we are very much pleased with our results, for our business in the South is constantly increasing, and we think the MANUFACTURERS' RECORD, as a silent salesman has materially helped us.

NOTHING more clearly indicates the tendency of Northern thought towards the South than the tone of leading journals that, whether justly or not, have been thought to be inimical to it. No newspaper holds and sways its constituency with greater tenacity and power than the New York Tribune. That paper has always exhibited the courage of its convictions. It has, politically and otherwise, fought what the South regarded as its supreme interests, with unsurpassed zeal and ability for many years. Of late, while it has not departed in the least from its political faith and teachings, it has evinced a disposition to applaud the industrial progress of the South, and to help it forward. The latest evidence of this was furnished in its issue of last Sunday, in which appeared the following sub-editorial:

Every week brings fresh tidings of industrial development in the Southern States, with a persistent regularity that would be us were it not so highly gratifying. It is evident that those States are swiftly growing into a new era, far more prosperou than any former time; and it is also evident that the election of a Republican President and Congress has materially aided and encouraged this growth, instead of checking it and bringing down the "roaring flood of sorrows," which Bourbon politicians, before election, so pathetically predicted. The capital needed for the development of Southern resources, which Southerners themselves do not sufficiently possess, is now pouring in freely, chiefly from Eastern and Middle States. During the present month New England capitalists have founded an industrial town at Fort Payne, Ala., with already 1 900 stockholders; and have purchased 30,000 acres of coal land in the same State. Seven months ago Florence, Ala., had 2,500 inhabitants. Now it is finishing twenty new factories which will employ 5,000 hands, and 1,000 new dwelling and business houses have been begun this year. From many other localities similar reports come. There is a state of things down there, mention of which would have seemed chimerical in old plantation days, but at which every American patriot should earnestly rejoice. Eastern and Middle States. During the

Put Your Money South.

It has for some time past been noticeable that idle money in our Eastern financial centers has been literally going a begging for investment. Scarcely a month ago \$2,-000,000 worth of real estate, comprising lots, building and warehouses scattered throughout the business section of New York city, was knocked down at auction at considerable of an advance over the sum expected to be realized. It was found, however, that the aggregate of the rentals amounted to but 51 per cent, of the cash value of the property, so that after deducting taxes, repairs, etc., the net income from the premises was but about 4 per cent. And yet the purchasers of this property thought they were making an excellent investment, and so they were judged by the earning capacity of capital in the North, for many large real estate owners are glad to receive 3 to 4 per cent. net on their investments. And now comes an even more striking illustration of the decreased earning power of money, or perhaps one had better say, the helplessness of capital. On Thursday last Comptroller Myers, of New York city, opened bids covering nearly \$8,000,000 of the proposed \$9,000,000 issue of park bonds at 21 per cent., the prices bid ranging from par to 11 per cent. above. Among the bidders were some of the most solid financial concerns, such as the Metropolitan, Central and Atlantic Trust Companies, savings banks and private banking houses. A trust company stands ready to take the balance at par, if the offer should prove acceptable,

Where to invest money to advantage is becoming a problem the more vexing as the grand total of idle wealth increases. Twenty years ago a family inheriting \$100,000 could count on a life of comparative affluence, since an income of 10 per cent. and upward could safely be looked for. To-day, as investments in general go, 5 per cent is considered a decidedly profitable income. The recent refunding of the British Consols, to say nothing of Mr. Secretary Windom's management of American government securities under the Garfield administration, taught the world that the period for large returns on security investments has passed. Within a very few years the savings banks of New York and other Eastern money centers will be compelled to find good fields for the investment of \$500,000,000 or perhaps double that vast sum. The surplus capital in New England seeking profitable investment is probably even greater than in New York, and it would be well for Southern enterprises to be more vigorously pushed in that field. In the meantime, capitalists, banks, trust companies, savings institutions and other financial concerns are puzzled where to put their idle capital to the best advantage.

To all such one may properly say: Does not the South, which throughout its borders is pulsating with the growing vigor of industry, offer the very best field for the investment of capital? Certainly, nowhere in the world are the natural laws of progress sustained by favorable conditions more actively at work. The profits to be reaped from investments in the South, in mineral and timber lands, in furnaces, mines and factories, judiciously managed, appear to be fabulous to all who are not familiar with the logic of experience. Let the moneyed men of the North, therefore, come South, look around, select the enterprise in which they may see fit to invest, and with anything like discretion in the matter of management, returns upon capital ventured will be double, triple and in many cases quadruple what can be obtained upon equal outlays upon safe ventures in the North and the older sections of the West, The El Dorado of the next half century is the South. The wise recognize it; the dull and the timid will ere long regret their sloth or their hesitancy.

Railroad Building in 1889.

Contrary to general expectation the indications regarding the prospect of railroad building for 1889, promise an era of great activity. The MANUFACTURERS' RECORD has from week to week, presented the organization of new railroad enterprises and projected extension of old lines in the South, showing that in this section there is to be a large amount of construction during the year, and now the Railway Age has summed up the indications for the whole country.

The surprising fact is developed by these figures that during the first three months of the present year, in forty-six of the States and territories the work of railway construction or inception has been going in the name of 666 companies representing a contemplated mileage of over 53,400 miles, of which over 14,800 miles appear to be, at the present time, under construction or under contract for gradual completion. It should be borne in mind that these figures do not include any of the numerous uncompleted enterprises of the last year or of previous years, in regard to which no developments have been recorded since the present year began. There are tens of thousands of miles of such enterprises, many of which still have life, while many others have failed to materialize. As any of these are revived and give promise of continuance they will be duly recorded, but it would be idle to go back into the records of previous years and undertake to resurrect all the uncompleted railway projects which have at some time taken form. The fact that, in the first three months of the year only, new lines, representing over 53,000 miles, have been brought to public notice and that their construction is urged and to a large extent is probable, is im- be happy.

pressive evidence of the enormous field for railway enterprises which the United States still affords.

In the following table there are summarized the number of lines in each State of which information has been given between January 1 and March 31 in any stage of organization and construction, and in the other columns these lines are classified so as to show approximately the mileage under construction or under contract, the mileage for which the preliminary work of surveying and locating is in progress or has been completed, and the mileage covered only by actual incorporation or by less definite projection:

RAILWAYS UNDER CONSTRUCTION AND PROJECTED IN THE FIRST THREE MONTHS OF 1880:

	-		ween on		
States.	No. lines.	Total miles.	Under con- struction or confract.	Surveyed.	Incorp'rat'd or project'd.
Maryland	8	967	06	49	210
West Virginia	88	Ball	170	346	340
Virginia	25	867	750	15	199
North Carolina	18	1,073	436	900	417
South Carolina		350	130	330	****
Georgia	27	1,543	469	940	. 834
Florida	15	1,689	193	066	630
Alabama	37	9,649	360	811	1,571
Mississippi	14	1,278	195	360	- 683
Louisiana	10	1,909	90	- 270	919
Tennessee	22	1,467	475	. 60	931
Kentucky	25	1,317	790	54	407
Arkansas	18	1,031	ano .	400	345
Terns	30	6,974	1 433	035	4,906
Total for South		280,18	6,371	3,319	11,695

These figures bring out very prominently the commanding position of the South in the outlook for railroad building. Out of a total of 666 lines, the South reports 256; out of 53,436 miles projected, 21,285 miles, or about 40 per cent. are in the South, while of 14,818 miles actually placed under construction or contract since January 1, 6,371 miles, or nearly 45 per cent. are in the South. That this section should show but little less than one-half of the total mileage for the country under contract since January I is strong proof of the statement often made by the MANUFAC-TURERS' RECORD that the South is to be the center of the greatest railroad activity in the future.

WE congratulate Bessemer, Ala., upon its acquisition of Hon. Wm. A. Courtenay, of Charleston, S. C., as president of the Bessemer Land & Improvement Co., and we also congratulate Mr. Courtenay upon being called to this position. Bessemer is largely a product of Charleston energy and capital, though planned by Mr. H. F. DeBardeleben, one of the foremost workers in Southern development, and Mr. Courtenay's election doubtless means that this wonderful town is to be still more vigorously pushed.

THE Enterprise Manufacturing Co., Augusta, Ga., shows net earnings above operating expenses for year ending February 16, 1889, of \$49,-231.52, this being done with mill running only 8 months, the other 4 being stopped for repairs on canal. With present number of spindles recently increased to upwards of 30,000, large earnings will doubtless be made for the coming year and stockholders be happy.

Freight Rates on Iron.

When Messrs. Carnegie and Hew itt attempted to force Northern railroads to reduce their freight rates on the claim that it was the low rates of Southern roads which enabled the Southern iron business to prosper, they gave the iron makers of the South the opportunity to show that they have not been the especial favorites of the railroads any more than Northern works. The MANUFAC-TURERS' RECORD in its last issue gave some statements on this point from a leading Southern iron maker, and it supplements these by some statistics furnished by a good authority as to the relative freight rates North and South:

	R	ATES	ON PIG	IRON.		
From	Shenan	go Val	lley. Mills	From	Birmin	gham. Mills
To Chicago		Rate.	% ton mile.	Miles.	Rate.	mile.
Evansvil	le 540	2.50		369	9.75	.760
Greencas	tle 419	2.20	-525	537	3-75	.700

These figures show that from the Shenango Valley, taking Pittsburgh as the initial point, the rate per ton per mile on pig iron runs from .42 of a cent per mile, the rate to St. Louis, to .525 cents per mile to Greencastle, while the lowest rate from Birmingham in this list is .619 cents per mile and the highest .76. Birmingham furnaces, as shown by these figures, are paying a very much higher rate per ton per mile to such leading places as East St. Louis, Chicago, Evansville, &c., than Pittsburgh furnaces. These comparisons, it will be noticed, are not doctored for the occasion by taking a long haul from one place and a short haul from another, as in some of the statistics that have been put forth in this controversy, but the places selected are as near as can be found about equidistant from the two initial points, Birmingham and Pittsburgh. From the Shenango Valley to Chicago, 475 miles, the rate is .463 per ton per mile, while from Birmingham to Chicago, 649 miles, the rate is .616 per ton per mile.

These figures show that instead of Northern railroads having failed to give proper encouragement to the iron interests as compared with what Southern roads have done, they are really, in these cases at least, making very much more favorable rates than the latter. Our Northern friends must find some other cause to which to attribute Southern development, and our Southern railroad managers should study these figures to see if they cannot put Southern furnaces on a par, so far as freight rates are concerned, with those of the Shenango Valley. These points were enforced by several speeches in Birmingham a few days ago at a dinner given to Baron Erlanger.

Mr. Thomas A. Mack, of the Eureka furnaces at Oxmoor, said that he wanted to apologize for introducing a discussion of business matters into an assembly of after-dinner speakers, but since the statement had been made that the Birmingham dis-

trict had the best of rates, he thought that that idea ought to be combatted and eliminated from the minds of such as had absorbed it. The Southern furnaces were at a disadvantage when it came to a question of rates with the furnaces at the North by at least 25 per cent. "The railroads," said he, "here have a great deal to do before they have reached perfection on that score." And Dr. Caldwell, the president of the Elyton Land Co., added "that he thought a great deal could be done for Birmingham by giving it a proper rate on her manufactured iron products. The railroads have not done the square thing in the past on that line," and recited instances where the city had been injured thereby.

MR. E. A. PARSONS, a leading business man of Salem, Va., in a letter to the MANUFACTURERS' RE CORD, says:

There is a deep regard in our community for the MANUFACTURERS' RECORD. The tenacious, untiring energy with which you have pursued a given line has inspired the young men of the "New South" to put on the whole armor cf progress, and we will be found obedient to your leadership as men of peace, as our fathers were under Lee and Jackson, men of war.

"Lead on, we'll follow thee."

The MANUFACTURERS' RECORD asks no grander work than to help on this material progress of the South, to which it has been wholly devoted since its first issue was published. If it has been instrumental in stimu lating "the young men of the New South" to activity in the development of the marvellous resources of our heaven-blessed land, it counts this as a greater work than to have been instrumental in turning millions of Northern money Southward. The many letters of commendation, such as Mr. Parsons', and the hearty good will of the press of the South are fully appreciated. The MANUFAC-TURERS' RECORD is of the South. for the South and by the South.

Thirty Per Cent. Profit.

It is much to be regretted that the Arkwright Cotton Mill at Savannah, Ga., was burned on the very eve of its passing under the control of a strong company, who had an agent at the North purchasing \$10,000 worth of new machinery. Whether the mill will be rebuilt or not is prob lematical. Mr. L. M. Warfield, who has had practical control of the mill for some years past, stated in an interview that his investment had paid him 30 per cent. profit.

A meeting of the Southern Manufacturers' Association will be held in Augusta May 1st to discuss the propriety of building new mills to make brown goods—supply and demand for same—the subject of cotton bagging and other matters that might arise of interest to those present. A general invitation is extended to all interested in Southern cotton mills,

Buy Modern Machinery.

Several enterprising gentlemen in Houston, Texas, having recently announced their purpose to establish a woolen mill in that thriving city, a party in Davenport Iowa, wrote them offering the machinery of a mill in that city which had been in use for about five years at a reasonable figure, and further agreeing to take a large share of the stock. The officers of the company replied thanking him for the evidence of his faith in their project, but, as we think, they very wisely declined to purchase his machinery, urging that the conditions for success would be greatly improved by the use of the newest and best machinery.

The same may be said of all new enterprises about starting in the South. The case is somewhat different with a Northern manufacturer who proposes to remove a "plant" from the North to this section in order to profit by our superior natural advantages. In his case the machinery, etc., in use in his old plant may answer for a new establishment, as his judgment may determine, but every new Southern industry should be supplied with the latest and best apparatus for its prosecution.

The experiment of running cotton mills with old machinery has been tried at several places in the South with indifferent or poor success. One of the notable features of the new Southern iron furnaces is their absolute modernness. Many of them are the best constructed and most costly in the country. The fact is that with natural advantages for iron working, cotton spinning, wood working, lumbering and other lines of industry, plus modern machinery and capable management, the South can be come in a short time absolute mistress of the situation; but it would be folly to expect success with old plants that have seen their best day, and which some of our Southern people have bought because they were offered at what looked like low figures.

THE COAL TRADE.-We are indebted to the author, Mr. Frederick E. Saward, for a copy of the sixteenth annual edition of The Coal Trade, a publication which takes rank with the Financial Chronicle, Poor's Manual of Railroads and kindred reference manuals. It is a complete guide to the coal industry at home and abroad, covering the subjects of production, prices, transportation, etc., and as a source of ready information is invaluable. The author, Mr. Saward, is the well-known editor of the Coal Trade Journal, who as a statistical specialist ranks among the fore-

NEW ENGLAND money continues to pour into the South. Another town is to be started II miles from Fort Payne, Ala., by a big New England company with \$3,000,000 capital stock.

West Point, Va.

It has often been remarked that the great State of Virginia does not possess a city of metropolitan proportions within her borders. Norfolk might have been, and Richmond gives promise with the growth of manufacturing industries of developing into such a community, but, if one were asked where in Virginia is the best natural location for a great commercial mart, he would say at West Point.

Situated on that magnificent estuary, the Chesapeake, between the Matapony and the Pamonkey rivers, West Point has one of the finest deep water harbors in the United States. The great Richmond & Danville system, controlling as it does thousands of miles of the railway stretching through Virginia, the Carolinas, Georgia and Alabama and Mississippi to the Mississippi river, has made West Point its main ocean cutlet, and the vast mileage of track has come to be known in stock circles as West Point Terminal. If capital, energy, enterprise and judgment can build a great city at West Point, then its future is assured

West Point has fine natural advantages in the way of situation, climate and surroundings. In 1880 it had a population of 557, now its residents number fully 4,000. Its taxable basis in 1880 was \$145 592, and in 1888 \$741,101-an increase of over half a million, mostly in the last few years, while there is \$601,000 worth of railroad property exempt from taxation, making the total value of the property in the town over \$1,300,000. The tax rate is only 60 cents on the hundred dollars, and to encourage industries manufacturing "plants" are exempt from taxation, and sites for factories will be donated. The city is supplied with pure water from one hundred and fifty artesian wells, and the best market for table supplies in the world is found at its doors. Last year West Point was the fifth cotton export port in the world, and will likely this year take a very much higher rank. Its railway connections not only extend to the whole South Atlantic region, but reach out to the far West and the extreme Southwest. The paradise which the health-seeker finds at Virginia Beach or Old Point Comfort is duplicated at West Point. The town is making no great effort at a "boom," but it has all the essentials for a healthy and normal growth, and is likely to become in the near future an important center of commerce and industry.

A New Jersey hotel man is in Wytheville, attracted by the advertisement of our town in the MANUFACTURERS' RECORD, looking at our hotel properties with the view to buying or renting some suitable property furnishing it handsomely and opening it up in time for the summer season.—Wytheville Letter in Lynchburg Daily News.

Wytheville advertised for some one to build a hotel, and this is the result. It pays to avertise in the MANUFACTURERS' RECORD.

Who Shall Superintend the Census?

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From all that can be learned the choice for superintendent of the 11th census has narrowed down to two men, both of whom are by training and experience, as well as natural aptitude, admirably fitted for that great and important work. One of these is Robert B. Porter, editor of the New York Daily Press, a young paper remarkable for its achievements and for its promising future, all of which are due to the energy and the executive and journal istic ability of Mr. Porter. other is Joseph D. Weeks, of Pittsburgh, editor of the American Manufacturer, a weekly paper, second to none of our industrial journals in ability and influence. Both these gentlemen are expert statisticians. Each of them has earned a reputation for careful, conscientious work, and each is quoted as a standard authority by American and European economic writers. We do not wonder that President Harrison is undecided as to his choice between two men of such eminent qualifications. There are certain reasons that lead the MANUFACTURERS' RECORD to hope that preference will be given to Mr. Weeks. Mr. Porter is the editor of an influential daily paper, a recognized organ of one of the two great parties that divide the country. Mr. Weeks' paper is purely an industrial journal. While both gentlemen are protectionists by conviction, and both are fair-minded, honest men, the selection of the editor of the Press would give an opportunity to opposing partisan journals to charge, and to make many people believe, that statistics gathered and compiled under his supervision were, in both details and summaries, worked and biased for the benefit of his party, and thus their value would be greatly lessened to large numbers of our countrymen. While such charges would be absolutely unjust and without shadow of foundation, yet they would be made, and would have their influence. Another reason why we would prefer to have Mr. Weeks appointed is, that his journal has discussed the rising iron and other industries of the South with perfect fairness, and by this course he has gained the confidence and respect of men of all parties engaged in Southern development. We believe the appointment of Mr. Weeks would be received with satisfaction in all parts of the country.

ELEVEN land companies in Birmingham contemplate pooling their interests and unite in building up a tcwn on the Western suburbs of that city. If carried out this will be one of the biggest schemes yet planned for Southern development.

MR. REMICK C. PRODICOMBE, Drawer 131. New Orleans, La., is in the market to purchase a good gold, silver, copper, tin or coal "The Milk in the Cocoanut."

The "true inwardness" of Mr. An drew Carnegie's attack upon the Pennsylvania Railroad anent the matter of freight rates is, it is claimed, becoming apparent. Mr. Carnegie's motive is obviously to secure better terms for transportation of material and products to and from his vast iron and steel works. It is charged, however, that Mr. Carnegie through the favor of the late Presidents Scott and Thomson, on the building of the Edgar Thomson works at Braddock, Pa., secured a contract with the management of the Pennsylvania road by which the maximum rate for the steel company was fixed at five eighths of a cent a mile for ten years from 1875. Under this contract, it is asserted, Mr. Carnegie and his associates could ship freight to Chicago for \$2.90 per ton as against \$5 per ton for other concerns. President Roberts, it is said, would not consent to a renewal of this contract, hence Mr. Carnegie's "deal" in Sou'h Pennsylvania, which was calculated to win him the favor of the Pennsylvania people.

Whether the foregoing statement, telegraphed from Pittsburgh, does or does not furnish the animus for Mr. Carnegie's recent vigorous onslaught on the Pennsylvania's management, there is no doubt that he would like to have the old status quo restored. Both he and Mr. Hewitt urge that more liberal freight rates have considerable to do with the ability of Southern iron masters to compete with their Northern rivals, but they cannot by seeking to force Northern roads to give lower rates, overcome the advantages which nature has given to the South.

The Prov.dence (R. I.) Journal, in commenting on this matter, says:

Mr. Carnegie discredits his own intelligence in the ostensible purpose, if not in the manner, of his bitter attack on the Pennsylvania Railroad. He is wrong in his statement of fact and wrong in his recom mendation. The most has y glance at the statistics in Poor's Manual will show that the average freight rates of the Pennsylvania Co., instead of being so much greater than those of its outside rivals as he charges are in truth actually less, Even, indeed, were there more to be said against the exactions of the road, his recommendation for the enactment in Pennsylvania of the Granger anti-railroad laws of the West would be inexcusable. It is a mark of the crudest conception of economic relations to suppose that the producers of a given com munity can benefit themselves by assuming a dictatorial and oppressive attitude toward the transportation agencies. The only effect of legislation based on that idea must be, as is already shown in Iowa, an impaired service to the public. No law can compel individuals or corporations to do business at a loss; the attempt to do so simply stops the business in greater or less degree. As for the Pennsylvania Railroad, it is not more dependent on the Pennsylvania manufacturers than the latter are upon it. They would only hurt themselves by striking a blow at it through hostile legislation, such as Mr. Carnegie proposes. The latter gentleman when he gets over the irritation caused by the failure of his own railroad venture, will doubtless repent of the rather foolish and demagogic talk he is now indulging in.

MORRISTOWN, TENN.

A Promising Town.

Rich in Minerals, Abounding in Timber and Surrounded by a Highly Productive Country.

An Important Railroad Center, Presenting Inviting Openings for Industrial and Commercial Enterprises.

MORRISTOWN, TENN., April 10, 1889. Tennessee, like "the whole of Gaul," is divided into three parts. All west of the Tennessee river is known as West Tennes see, the 34 counties lying east of a line drawn from north to south across the Cumberland plateau constitute East Tennessee, and that part of the State between these two is called Middle Tennessee, These divisions are distinctly marked and universally recognized. The people in the State talk about East Tennessee, Middle Tennessee and West Tennessee almost as if there were three States bearing those East Tennessee is receiving a greal deal

of attention just now, and this is not sur prising when we remember what sort of a country East Tennessee is. No region has yet been discovered possessing a richer combination of attractions. Within its borders are found almost every known mineral, nearly all varieties of timber, an unnumbered multitude of clear, swift streams, an equable and delightful climate, an atmosphere uncontaminated by the foul breath of malaria, mineral springs "for the healing of the nations," and the highest agricultural capabilities. Its iron ores are high in grade and as abundant as in any known area of like size. Its marble has no superior in quality, nor in variety of coloring and beauty, and from East Tennessee alone the needs of the world probably could be supplied for a century. Unbroken forests of splendid timber cover vast areas, drained by streams on which rafts of logs can be floated down to markets. Its fertile soils yield to the farmer rich returns for his labors, and the conditions of soil and climate make possible the highest degree of success with a wide range of the products of the farm, the garden and the orchard.

In the center of the upper half of this favored region is the town from which I write. Morristown is the county seat of Hamblin county and is a place of some 4,000 people. It is located at the junction main line of the East Tennessee, of the Virginia & Georgia Railroad, and the branch road to Asheville, N. C. It is 98 miles below Bristol, 42 miles above Knoxville, and 100 miles northwest from Asheville. It is on a pleateau, 1,200 feet above the sea, between two mountain ridges, 15 to 20 miles apart, the intervening valley being divided into smaller valleys by ranges of hills.

The natural resources of the locality are

great in variety and extent. Within a short distance of the town and extending for miles are vast deposits of brown hematite iron ore. Morristown has been de scribed as being "in the center of the great brown hematite belt, and nearly equi-distant from the fossiliferous dvestone ores of the Cumberland region, and the specular and magnetic ores of the Appalachian Manganese exists in large quanti-

ties and under conditions favorable for the economical mining and shipping of it. Zinc ores of unusual purity are found. A zinc mine near Morristown, now being worked, was formerly worked for lead, and has a historic interest from the fact that a large part of the lead used by the Ten nessee volunteers commanded by General Jackson at the battle of New Orleans in 1815, was carried from these mines in flat

boats to the Mississippi river, and down the

Mississippi to New Orleans. These mines

have been worked in a crude way ever since.

The marble of this locality is equal to any in the State. It is abundant, and is aible and easily quarried. Blocks of the finest variegated marble are seen in use as door steps and for other such purposes in the country around here.

The Holston river flows within three miles of Morristown. The country drained by this stream in East Tenner ee and North Carolina abounds in forests of hardwood timber that have never been touched, and some of the finest timber in America is found in this area. The Nolachucky river is 6 miles from Morristown and the famous French Broad 12 miles.

In addition to its industrial advantages, Morristown could be made a town of very It is the great commercial importance. natural market and source of supply for nine of the most fertile and productive counties in the State. With even its present population, its business could be very greatly increased. A glance at the map will show the wide extent of country tributary to Morristown. The nearest places of any size or importance are Knoxville, Bristol and Asheville.

East Tennessee and Western North Carolina have been spoken of as "the fu-ture sanitarium of the world." The locality of Morristown is as healthful and its climate as delightful as at any other point in this 'future sanitarium.'

Morristown will, in a short time, enjoy exceptional railroad facilities. It is on the main line of the East Tennessee, Virginia & Georgia road. It is the western terminus of the road from Asheville, by means of which it is in direct communica tion with the great Richmond & Danville System. A railroad fron Cumberland Gap to Morristown, which is now building, will connect at the former place with the Louisville & Nashville and other lines. The Chicago, Cumberland Gap & Charleston road, on which work is rapidly progressing, will have Morristown on its route The town will, therefore, be at the junction of several important through lines from North to South, and from East to West.

Without any booming at all, or any organized effort on the part of its people, Morristown, by reason of its natural advantages, and its many attractions, has been s'eadily growing. It has a popula-tion of about 4,000. It has two banks with capital of \$75,000 and \$50,000 respectively; two flour mills, with the me modern machinery, having an aggregate daily capacity of 350 barrels. It has a brick works, a stove works, recently started and doing a successful and growing business; a wood-working establishment, making tables, washboards and such things; and other industries. The town is lighted by electricity. A contract has been let for a system of water works, the water to be brought from a mountain spring. A street railroad will be built and in operation within a year.

A source of future wealth for Morris town is the cultivation and manufacture of tobacco. What tobacco has, in the last few years, done for Durham, Winston and other places in North Carolina, it will do for Morristown. The highest price brought in the Bristol market, every year, for the last three or four years, has been paid, I am told, for tobacco grown in this immediate neighborhood.

Morristown is unfortunate in one par ticular. It grew up along a country road, and its streets are consequently irregular and the town is badly laid out. The proper site for the town would have been an adjacent plateau, more elevated than the present town and having greater regularity of contour. Col O. C. King, the leading and most progressive citizen of Morristown, foreseeing the future importance of the place and recognizing the fact that the

town would inevitably grow away from its present site and occupy these lands, organized a company and purchased them This company "holds the key to the situation," and if it had sufficient cash capital to work with it could unquestionably build up here in a short time a city of commanding industrial and commercial importance.

Col. King, the president of the company and virtually the company itself, is a remarkable man. We are wont to talk about the shrewdness and thrift of the New Englander and the energy and push of the men in the West, but here is a man born and reared in the South, the falsely-supposed abode of idleness and inertia, in whom are combined the traits that in the Yankee have made sterile New England the wealthiest area of its size on the globe, and those which in the Westerner have in a generation converted undeveloped forests and untenanted prairies into populous and prosperous cities and wealth-producing farms. Col. King was born in Southwest Virginia. He went into the war when a boy of 19, and received a wound that kept him on his back in one position for seven months. Believing that he would never be able to walk, and was therefore unfitted for any business requiring physical effort, he commenced the study of law, and the seven months spent in bed with a shattered thigh were given to study. He had before he was wounded. His father, formerly a wealthy planter and merchant, found himself at the close of the war stripped of every possession except the bare land, out of which, without stock or implements or money to get them, he couldn't make enough to pay the taxes on it. His son was, therefore, thrown upon his own resources, and he started in life with a wife and baby, a pair of crutches, a sufficient knowledge of law to secure his admission to the bar, and \$15 in cash borrowed from a preacher, who in the struggle with poverty had managed to accumulate that amount. Added to these, his sole earthly possessions, he was endowed with an unusual share of good sense, judgment, tact, business acumen, and an invincible will. He is to-day one of the most succeasful criminal lawyers, and one of the best authorities on land titles in East Tennessee, a man of large means, of wide popularity and influence, the leader in his community. The struggles of his early life would have crushed any ordinary man but he never gave up. Undismayed by obstacles seemingly insuperable, halting not at any difficulties, bravely fighting, it seemed against fate, he conquered all opposing forces. No greater exhibition of untiring industry and energy, persistent, persevering effort and unconquerable de termination was ever seen than is shown in his career.

Col. King has lived in East Tennessee for twenty years. He long ago saw the industrial importance of this section and its possible future, and he has for years been exploring and employing experts to explore the East Tennessee valley. He probably has a fuller and more accurate knowledge of its resources than any other man living.

There are other matters connected with Morristown and this region that I wanted to write about, but they will have to be reserved for another letter.

WILLIAM H. EDMONDS.

ROCHESTER MACHINE TOOL WORKS, (limited.) builders of the Acme automatic safety engines, using kerosene oil as fuel, write us as follows: "We are pleased to note duplicate orders for the Acme yacht engines from parties who used them in Florida the past winter, and will now give them an airing in the bays and inlets along the coast of Maine. We get full as many inquiries from north of the line as south of it from our "ad." in the MANUFACTURES' RECORD.

CONCORD.

A Live Town in North Carolina.

A Cotton Manufacturing Center

[Special correspondence MANUFACTURERS' RECORD.]

CONCORD, N. C., April 13, 1889. Although Concord is an old town, it has caught the spirit of progress, and at no place in the State is the work of improvement more noticeable, Owing to its being located about three-quarters of a mile from the railroad, a visitor does not at first get a good idea of the importance of the place. But a short ride brings one into the town and he finds abundant evidence of thrift progress, culture and taste. The long main street, which is beautifully shaded with rows of trees on either side, is lined with fine brick business structures and hands dwellings set back on pretty lawns. The town is perched on an elevated plateau which slopes away in all directions, giving it picturesqueness of situation and sanitary advantages besides.

But beautiful as the location is, it would count for little were it not for the energy and activity of the citizens-men who have money and are not afraid to put their hands in their pockets and draw them out full when anything is proposed which will tend to advance the interests of Concord. The principal industry of the town is the manufacture of cotton goods, the more important factories at present being those owned by the Odell Manufacturing Co. and the Cannon Manufacturing Co, of which Mr. J. M. Odell is president. Mr. Odell is one of the men to whom Concord owes much of its prosperity. In addition to his mills in Corcord, he is also president of the Salisbury Cotton Mills, the Durham Cotton Factory, the J. M. Odell Manufacturing Co., at Bynum's, N. C. and of the Concord National Bank, and also one of the proprietors of the elegant new St. Cloud Hotel at Concord. His son Mr. W. R. Odell, is intimately connected with him in most of these enterprises. The Odell Co. now employ about 375 hands, and, with their increased capacity, which is now being arranged for, will be compelled to employ at least four hundred more. The Cannon Manufacturing Co. are also enlarging and are putting up a building 75x168 in size, which will accommodate soo nore looms

The enterprise which has been displayed in developing the cotton manufacturing interests of this town is worthy of the highest commendation, and the remarkable growth in that line proves what can be done in the South when such a man as Mr. Odell takes the lead. As president of half a dozen or more extensive enterprises, he has made a phenomenal success of every one of them, and there are to-day few if any men in the whole South that are doing a greater work for their country.

The immense bag factory which has already been described in a late issue of the MANUFACTURERS' RECORD promises, in connection with the cotton mills now here and those to be built, to make Concord one of the leading cotton manufacturing centers of the entire South. This bag factory will use patented machinery, which has proved such a success that the owners recently determined to branch out into this great \$1,000,000 plant, and Concord captured the prize. The machinery for this mill is now being made, and as soon as the mill can be built and equipped, thousands and tens of thousands of cotton bags of all kinds will be turned out daily.

The town has water works owned and operated by Mr. P. B. Fetzer, and the supply is obtained from an excellent spring of the purest quality. An electric-light plant has recently been put in, owned and operated by citizens of the town. A route for street cars has already been surveyed and the money for its construction subscribed. This will be operated with dummy

engines and will, in addition to carrying passengers, take the freight cars from the Richmond & Danville depot to the stores of the merchants and to the mills. There are several new factories already under way, ong which are the factory of Kerr Bag Manufacturing Co., lately organized with a capital stock of \$1,000,000, which is to have 16 000 spindles. There is also a home factory, operated by Yorke & Wadsworth, merchants of the city. Other cotton mills are projected. One of the most important steps taken during the past year was the establishment of the Concord National Bank, with Mr. D. B. Coltrane, cashier The bank already has an extensive business and bright prospects for the future.

Taking the progress of the last twelve months and the outlook at present as a criterion, Concord, indeed, has a fine future in prospect.

JOHN P. COFFIN.

Railways and Their Relation to Southern Development.

Important Connecting Links with Trunk Systems.

East Tennessee, Southwest Virginia and Southeast Kentucky in the Vanguard of Progress.

[Special correspondence Manufacturers' Record.]

LOUISVILLE, KY, April 9, 1889.

The railroad development in the South during the next ten years will show startling progress in comparison with what has already been accomplished. During the past eight years the railroad development in the South has been enormous, and since 1880 this section has added 20,000 miles to its steel roadways, and has now over 39,-000 miles in operation, which, with their equipments, have cost the enormous sum of \$1,450,000,000, over \$750,000,000 having been spent since 1880 in building nev roads and improving old ones. The South will, if she keeps on in her grand and royal industrial development, be the center of railroad activity in this country. The South to-day needs many more railroads, and there is room for the profitable building of thousands of miles of track. One section where this is most strikingly seen is in Southwest Virginia, East Tenner Western North Carolina and Eastern Kentucky. In this section there are good prospects of much activity in building new lines, and others are projected.

Take the Danville & New River Rail road, running from Danville, Va., to Pat rick Courthouse, operated by a receiver and owned by Baltimore parties. This could be made a magnificent feeder, as it runs through a rich country. If the Richmond & Danville Railroad would purchase this road and extend it to Bristol, Tenn. pursuing a course through the magnetic iron ore fields of Grayson county, Va., Ashe and Alleghany counties, N. C., and through Johnson county, Tenn., to Bristol, there to connect with the South At lantic Railroad and the proposed trunk line from this place to Lexington, Va, it would secure to this road the rare advantages of combining the coal and iron, at the same time securing to Baltimore all the advantages to flow from two great systems of railways pouring their freight into that city-the one line being from Bristol to Danville, thence on to Norfolk and by water to Baltimore, the o her line from Bristol by way of Lexington over the Baltimore & Ohio Railroad.

The consummation of this important railway extension can be made by simply building the lines from Lexington, Va, the present terminus of the Baltimore & Ohio Railroad to Bristol, and from Patrick courthouse to Bristol, in all not over 250 miles of actual construction, and over easy and practical grades. The local advantages along the lines to be built are many and obvious. Both lines will run

through undeveloped iron regions in which the iron ore is yet in the hands of the original owners, who are willing to part with the'r lands at reasonable prices to purchasers who mean actual development. Here is a most magnificent chance for iron men who desire to invest with the prospect of good returns. The line from New river to Bristol, along the extension from Lexington, would run parallel with Brunsby mountain for a distance of 30 miles. In this mountain there is known to exist a good working vein of coal, with limestone and iron ore all along the route to Bristol, and this line will pass the immense gypsum deposits near Saltville. The line from Patrick courthouse to Bristol would develop a magnetic iron ore region, which is claimed to be far more valuable in its extent and quality than the Johnson City iron field, or any other field vet developed. On this field the Norfolk & Western are looking with anxious eyes, and will no doubt in time extend their Cripple creek road into this section: but this should not deter other enterprising men from developing this region, as the area is by far too large, and the immense mineral depos ts too great to be handled by one railroad company. The value of this scheme will be greatly enhanced by the fact that the Virginia & Kentucky Railroad need build but 15 miles north from Wytheville to reach the Baltimore & Ohio extension at Sharon, in Bland county, and the Altoona Railroad, extending from Pulaski City to the Al toona coal mines, need be extended but 16 miles north to reach the Baltimore & Ohio extension at Bland courthouse: so that it will be seen that this scheme, properly carried out, would secure more actual valuable local development for the amount of money necessary to accomplish it than any other prospective scheme that has yet been suggested. It would secure to the capitalist an investment that must pay handsomely for all time to come. people in Southwest Virginia are determined to have another line of railway, in order to place themselves in better connection with the outside world, and they are to-day adopting the most feasible plan to carry out their determined and persistent efforts in this respect.

RAILBOAD PROGRESS IN EAST TENNESSEE, SOUTHWESTERN VIRGINIA AND SOUTHEAST KENTUCKY.

The completion of the Cumberland Gap tunnel on the first of August of this year will mark an era of railroad developments as yet without an equal in the history of the South. This great tunnel, which has been long talked about by railroad men and pointed to by the most noted engineers of the country as the key to a situation of unparalleled railroad promise, was begun and is being finished by private enterprise, but the owners of the tunnel, besides having exercised great foresight in selecting the position, have, it is understood, reserved to themselves the right and privilege of giving to any and all railroad systems, that wish to adopt this short cut through the mountains between the greatest coal and iron fields yet discovered, the advantage of using tunnel on the most moderate terms.

Immediately the tunnel is opened a close traffic connection will be made between the great Louisville & Nashville system and probably as great an independent system, which is organizing between Middlesboro', on the Kentucky side of Cumberland Gap, and Knoxville, Tennessee, and Atlanta, Georgia, with additional ramifications extending into both the Carolinas, the sea coast at Charleston, &c, and the gulf coast as well. Other branches will also follow as rapidly as they can be built or purchased, looking to facilities for transporting the celebrated Cumberland Gap coal and coke to the furnaces of Alabama and Georgia and the manufac-

turing towns of Columbus, Augusta, At. lante Macon, etc. An extension of the Louisville & Nashville Railroad is under contract and is being constructed from the Southern portal of the Cumberland Gap tunnel up Powell's Valley, along the great iron deposits, there to meet with the Nor-Western Railroad's Clinch Valley extension. This connection will admit of a Western traffic to and from the sea coast at Norfolk, and will open up another fine area of coal and iron, besides serving to

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people the rich valley of the Powell river. Another connection which, it is ex-ected will be shortly made to Cumberland Gap and make use of the tunnel and railroad ramifications there is the great enterprise that has been taken up by the Tennessee Midland Railroad Co. This railroad is now being built from Memphis to Nashville, and is projected to Cumberland Gap It may at the Gap either make connection with a railroad from the East or follow further into Virginia and join this Eastern railroad system somewhere between Rosnoke and Bristol. This connection, when made will be of great advantage to the railroads centering at Cumberland Gap; going West and South it will enable the coal and coke of that region to be transported to the Cincinnati Southern Railroad, which it will cross near the Tennessee State line, and to Nashville and Memphis, there to compete against the coals from Ohio. It will also facilitate the development of great lumber interests in forests now inaccessible.

A further railroad scheme is the rapid completion of the Charleston, Cumberland Gap & Chicago Railroad, which for some years has been fighting its way along through South Carolina from Charleston; a portion of the work has been done and efforts are being made now to complete the construction, at least as far as Morristown, on the East Tennessee, Virginia & Georgia Railway, at which point a branch could be thrown out and joined with the Knoxville, Cumberland Gap & Louisville Railway, or the Morristown, Hamblen and Grainger county people themselves may complete an independent road to Cumberland Gap. The connections of this road beyond Cumberland Gap have not yet been made, but the road will probably enter into a traffic arrangement with one or other of the roads stretching down through Kentucky towards Cumberland Gap. This road would, in coming through the Alleghany mountains, develop large bodies of steel and iron ores of the very best quality.

Another road is being slowly but surely constructed from Morgantown, in North Carolina, through one of the great iron sections of the Alleghany mountains to Cranberry, and thence to Cumberland Gap. This road is of a private nature, but can be pushed rapidly to completion, many rights and privileges having been acquired by the parties interested which are of value. The connection of this road may be guessed at.

Still another railroad towards the Cumberland Gap tunnel has been talked of from the Atlantic coast. It is the system

from the Atlantic coast. It is the system that would ultimately come through from Danville, Virginia to Bristol, Tennessee and then stretch out toward Cumberland Gap.

On the northern or Kentucky side of the Gap the railroads pointing to the tunnel are equally numerous and full of good promise. There will undoubtedly be three railroads centered at Beattyville within the next eighteen months, and one, at all events, of these roads will reach the tunnel for Southern and coast connections there.

Another railroad enterprise by the Pine Mountain Coal & Iron Co. looks to connection at the brakes of Sandy with railroads coming to that point and Middlesborough, Kentucky—Cumberland Gap.

There are other projects in view looking to extension to this great pass way, but the above mentioned are those being chiefly discussed and most likely to be carried out within the next year or two.

HINTON HELPER.

HINTON HELPER.

LOUISVILLE.

Steel Works-New Industrial Town.

BRANCH OFFICE MANUFACTURERS' RECORD. LOUISVILLE, KY., April 15, 1889.

The Redemann-Tilford steel process, which has been attracting so much attention among the manufacturers of steel lately. seems to be in a fair way of being success fully used in a short time. Whether th company concludes to remove the plant to Louisville from Pittsburg or to establish a new plant outright is not yet decided, but this point will be settled in a few weeks. The company have secured a volume of cer-tificates showing the results of tests of their process, which show it to be an absolutely new departure in the whole process of steel manufacture. The process is understood to consist of a bath with glycerine as the basis. This bath changes the whole structure of the metal submitted to it, and increases its ductile and tensile strength far beyond any record that has yet been established by either private or governmental test. The chief tester of the Carnegie, Phipps & Co.'s Homestead Works at Pittsburg, has made an affidavit which establishes the remark able character of the steel beyond question. When it is stated that the very finest and strongest grade of steel, much better than any now in use, can be made by this process at little more than the cost of crude Bessemer steet, the value of the discovery may be understood. Thus far, in making experiments, every character of tool and steel goods has been worked with and the process has been successfully used upon all.

The Redemann-Tilford process is very different from that used by the Falls City Malleable Iron & Steel Co. in the manufac ture of edged tools. The former company uses Bessemer steel as a basis while the latter has pig iron as a basis. The Falls City Co. are negotiating with several wealthy syndicates for the introduction of their process, and it is highly probable that in a short time there will be several edged-tool manufactories established in the South using this process. All those who have investigated it have been convinced of its practicability and value, and it is only a question of time when every edged-tool factory in the United States will be compelled to adopt it. It would be singular, indeed, if Louisville should make two discoveries that would revolutionize the steel industry. Heretofore no steel has been made in this

The development of the natural gas territory proceeds rapidly. During the past three weeks contracts have been let for the sinking of about 100 new wells in the gas fields, and these will be completed during the next two months. In the meantime, the Pipe Line Co. is extending its main and making careful preparations to put the gas into the hands of consumers.

Some very important discoveries have been recently made on the lines of railroad in Western Kentucky leading to Louisville These discoveries are of very extensive and valuable beds of asphaltum sand-stone, which resembles somewhat the asphaltum limestone of Neufchatel, Switzerland, from which is made the finest asphalt pavement in the world. The difference is that the Swiss stone is a soft limestone, while the Kentucky stone is a hard sandstone impregnated with about twelve per cent. of phaltum. This is crushed and heated by steam, and is rolled after being laid, which process converts it into a very hard paveent through which no moisture can pene trate, and which seems to grow harder with age. Experiments have been made with this material in California with the most satisfactory results, and for the past six months large quantities of the stone have been shipped from one of the beds in Ken-

tucky to Eastern manufacturers, who have been using it successfully. Negotiation are now pending between one of the companies here and the proprietor of a large asphalt manufactory in Pennsylvania, which will probably result in the moving of the works to Louisville to be near this supply of raw material. The extent of these deposits in Western Kentucky is said to be extremely large, and new discoveries of the stone have been made constantly for the past two or three months. The Louisville Realty & Improvement Co, have taken a great interest in the matter, and will attempt to locate one of the industries upon a large tract of land which they recently purchased west of the city. The discovery is particularly valuable locally, in view of the fact that the city is about to make extensive investments in new pavements during the next three years, during which time a million and a half dollars will be applied to the reconstruction of worn out streets. The Penn sylvania firm, who are negotiating to move here, state that the Kentucky asphalt makes a cheaper pavement than any other known to engineers, with the exception of the oldoned cobblestone. It is therefore probable that Louisville will be able to get very fine streets at a very low cost.

News from Middlesborough, the new manufacturing town that is being founded near Cumberland Gap by the American Association, is that the most extensive and costly improvements are being rapidly pushed forward with the intention of having the town well advanced during the summe and ready when the Cumberland mountain tunnel is completed to furnish a volume of heavy freights for the railways. Contracts have been recently made for smelting furnaces, machine shops and other industries to the amount of \$400,000 of invested cap-Work has also been commenced upon a canal, which is intended to straighten Clear creek and prevent overflows. This will shorten the bed of the creek by four miles, and will recover a large tract of very valuable land to cultivation. Fifty lots have just been sold to parties at private sale, that can only be highly beneficial to the new town. The deeds provide that each purchaser shall at once put not less than \$1,000 worth of improvements upon the lot. Of course, these will be in the shape of dwelling houses, mostly, so that the new population will have abundant shelter as it grows.

At Pineville, ten miles from Middlesborough, the Pine Mountain Iron & Coal Co. have made contracts for the building of 500 new coking ovens, and have completed arrangements with dealers in Louisville to take every ton of the product for a term of years. The coke made in the experimental ovens has proved to be equal to any in the market, and only one test more is required to decide whether it is as strong in the furnace, to support the charge, as the Connellsville coke. Those who are interested in the production are satisfied that it will stand that test successfully, and the belief is very general among those who have knowledge of cokes that the Pineville product is equal to any product in the country.

YOUNG E. ALLISON.

MANAGERS of mills, factories, furns mines, etc., and parties starting manufactur-ing enterprises, and needing machinery or supplies of any kind, will find it profitable to consult the advertising columns of the MANUFACTURERS' RECORD. Its pages contain names of the best houses in the country among manufacturers of and dealers in machinery and mill supplies.

NATURAL RESOURCES OF THE PIEDMONT REGION.-All who would obtain succinct and yet comprehensive information upon the mineral and timber resources of Virginia, the Carolinas and Georgia should read the catalogue of exhibits arranged by the Richmond & Danville Railroad Co. and displayed successively at Atlanta, Boston, New Orleans and Richmond, at the several exhibitions held in those cities since 1881. Even a burried persual of the phamphlet will surprise one with the possibilities for material development held out by the rich Piedmont region, than which no quarter of the world, of equal area is more richly dowered with stores of natural wealth. The territory is blessed with a plethora of wealth, which it requires but the union of capital, energy and judgment to appropriate and utilize

Cronk's Garden Mattock.

Cronk's Garden Mattock is a light tool. reighing 14 lbs, manufactured of the best Hoe steel, with malleable eye and XXX handles, and will be found indispensable for farm and carden work. It is



CRONE'S GARDEN MATTOCK.

recommended as being superior to a garden hoe for digging burdocks, weeding out, and for use in nursery it is said to have no equal Cronk Hanger Co. Elmira, N. Y., are the manufacturers.

THE attention of machinery users is called to the advertisement of patent friction clutch pulleys manufactured by the Moore & White Co., 1312-14 Buttonwood street, Philadel-All manufacturers are aware of the fact that many kinds of friction clutches put upon the market are practically worthless for the work they were intended to do. The above named manufacturers, having seen the and for a good clutch that would work satisfactorily under all circumstances, have given the matter great attention, and after the expenditure of considerable time and money are now prepared to furnish a clutch which they claim will give perfect satisfaction. They are so confident of good work that they send them on trial and guarantee them. These clutches are in use doing all kinds of work, such as driving electric-light machinery, wood and iron-working machinery, paper, cotton and woolen-mill ma-chinery, etc. Manufacturers using any kind of machinery will find it to their advantage to investigate this clutch and to give it a

THE New York Fashion Bazar, published by George Munro, is always welcome to the ladies. It is probably the best fashion journal in America. It is a monthly magazine. \$3 a year.

CHARLES PHILIPS, Columbus, Ga., wants information as to the quality of clay suitable for manufacturing terra-cotta and fire-brick.

THERE is no publication whose weekly visits we look forward to with so much pleasure and interest as the MANUFACTUR. ers' RECORD, published at Baltimore. Its pages are teeming with evidences of Southprogress, which must prove a source of infinite gratification to every lover of this Southland of ours. It is a handsomely gotten up weekly magazine and the subs tion price is only \$4 a year,-Daily Times, Shreveport, La.

A Charming Suburban Village, within 2 miles of the center of Anniston. On a Gently Sloping Plain.

Where the Air is Pure. The Water Crystalline.

The Environment Divinely Picturesque. A Spot Designed by Nature for Homes, Sweet Homes.

FREE EDUCATION TO ALL IN CORNING.

PRICE OF LOTS \$100 to \$300.

SIZE OF LOT 40x130 ft.

What the Founders of Anniston Foresaw and What Was Predicted by Hon. W. D. Kelley, Pennsylvania's Veteran Congressman

"An Ideal Industrial Center."

Anniston, Ala., March 30, 1889. The day has passed for towns to be built in swamps and mud-holes. Time was when the location of towns was determined by the crossing of two wagon roads, no matter how vile the water or uncanny the environment. Nowadays, however, altitude, drainage and various other things that hygienic progress has proven to be conducive to health, are justly considered of such paramount importance that town sites are selected with more careful precision than even millionaires formerly exercised in picking out situations for villas and summer residences.

ANNISTON'S LOCATION.

Anniston is a place whose site was thus selected; and the expansion of the city was in the very beginning seen with prophetic eye. Coming events, instead of casting their shadows before that far-seeing eye, were beheld by it in bright, clear A great city with a multiplicity of industries was evidently foreseen, and a site was accordingly selected, consisting of a valley for manufacturing plants, a plateau for business houses, sloping, well-drained ground for homes-all surrounded by mountains rich in minerals.

MR. KELLEY'S PREDICTIONS.

There is a book called "The Old South and the New," by Hon. W. D. Kelley, of Pennsylvania-him whom the Democrats have nick-named "Pig-iron Kelley." In that book (which was made up of letters first published in the MANUPACTURERS' RECORD) he described Anniston as "an ideal industrial center." In December, 1886, he predicted that within less than In December, two decades Anniston would be "one of the most remarkable centers of iron, steel and kindred industries in those wonderfully endowed States, Georgia, Alabama and Tennessee." When Mr. Kelley made that prediction, Anniston had less than 3,000 people. Two years and three months have elapsed, and Anniston has more than 12,000 people, with an even larger proportionate increase in industries.

ANOTHER PREDICTION.

And now I will make a prediction. Before the two decades referred to by Mr. Kelley have expired, Anniston will have a population of fifty thousand. At that time such places as Corning will no longer be suburban; no longer at the outer gates, but within the inner precincts of the residence portion of this "ideal industrial

A WESTERN banker in a letter to Mr. R. H. Cobb, March 28, says: "To be brief about it, I will say that I think Anniston is the best town I have seen in the South. · I consider Anniston the best town I struck on the trip, and intend to return there this summer with a party from this section, who will doubtless make some large investments."

PROPHESY FULFILLED. STORY OF TWO BAN-KERS.

How Prejudice Was Changed Into Adniration By a Trip To Anniston

I have heard Mr. R. H. Cobb telling how a banker from Iowa and one from New York State had fallen in love with Annis ton. One of these was Mr H. B. Wyman, president of the Union Bank of Shelton. Iowa, who regarded with antipathy real estate ventures in general and Southern investments in particular.

"While in Iows last summer," said Mr. Cobb, "I invited Mr. Wyman to come to Anniston. He declined with the remark that he had a very poor opinion of South ern city real estate. 'Why, sir,' he declared, 'I have been in Minneapolis, St. Paul, Omaha and Sioux City, and came home without being tempted to invest a dollar even in such inviting fields as these I sent him some facts about Anniston, and in a few weeks was surprised to get a letter from him saying he was coming. He came, but not until he had stopped at a number of other Southern towns en route. He had promised to stay here but a single day. He, however, staid a week. Before he left he bought a lot on 10 thstreet and

HOME SITES.

The Corning Company's Properties in and Around Anniston.

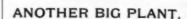
A RECENT HEAVY PURCHASE.

The acquisition of home sites has been the chief end and aim of the Corning Land Co. "Corning Heights" is a place for palaces. The village of Corning is a place for cosy cottages. The following is copied from the Morning Times of March 28:

A \$40,000 PURCHASE.

The Corning Land Co., through the R H. Cobb Investment Co., yesterday purchased a large block of real estate Leighton avenue, between 19th and 23d streets, for which the handsome sum of \$40,000 was paid. Wilmer, Quintard and Leighton avenues bear the same relations to Anniston that Peachtree and Washington streets and Capitol avenue bear to Atlanta. This last purchase makes this company owners of nearly all the desirable vacant resident lots in Anniston, its various recent purchases embracing all the lands from Eighteenth street, where the gradual ascent begins, to Twenty-Third street, where it ends. This beauti-

very low in order to induce rapid settlement. There is to be free education furnished at the Corning company's expense, so that the resident property owners will have no school taxes to pay. The schoolhouse, as was stated in the MANUFAC-TURERS' RECORD lately, is the gift of Mr. W. S. Witham, of New York, the president of the company.



The Alabama Car and Foundry Company.

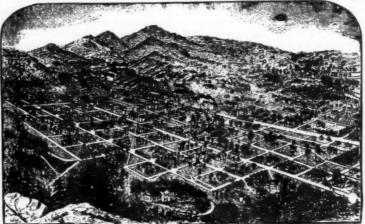
The New Enterprise Secured for Anniston by Local Capitalists—Work to be commenced at Once—An Industry Employing 500 men and of Incalculable Value.

The Hot Blast has the pleasure of chronicling a new and magnificent enterprise that is soon to be begun in Anniston, an enterprise that will spend \$100,000 in buildings and employ a force of between four and five hundred men the year round, an enterprise that will start off with a surplus working capital of \$100,000 and have at its back a list of stockholders whose bank accounts run up into the millions.

This enterprise is to be known as the Alabama Car and Foundry Company. Its projectors are Messrs. John William Noble, D. T. Parker, Henry Horn, A. L Tyler and other business men and capitalists. The object will be to manufacture cars and car wheels, and do a general foundry and machine shop

Work will be begun on the works between the first and the fifteenth of April and it is the intention of the management to have them in active operation within ninety days from the time the ground is broken. The capital stock has been placed ninety days from the time the ground as broken. The capital stock has been piaced at \$200,000, one-half of which will be expended in the building, the other to be employed as an operating capital. A force of between 400 and 500 men will receive steady employment and the supplies will be obtained from mines and ore fields about Ampieton. Het Blett

about Anniston.—Anniston Hot Blast.
It is expected that these works will be located at Corning, on property of the Corning Land & Loan Co.



OF ANNISTON AND CORNING BIRDS EYE VIEW

went to look at other towns, going as far South as New Orleans."

IN LOVE WITH ANNISTON.

"But fair and inviting as were some of her sister cities, Anniston's attractions grew on his fancy as he drew comparisons. Within two weeks he was here again and doubled his investments. And if you should ever see him or communicate with him, he will say that he is more than satisfied with the outcome of these ventures.

ANOTHER INTERESTING INSTANCE.

"In St. Paul, Minn.," Mr. Cobb continued, "I met Mr. Congdon, the vicepresident of the Ontario Land Co. He was so prejudiced against the South that he almost refused to listen to what I had to say. His intense antipathy, however, impelled me to assert that the time was coming when Alabama would be able, out of profits from her iron furnaces and allied industries, to buy the Northwest and pay cash for it. The boldness of this propos casn for it. The coldness of this proposi-tion attracted his attention. He began to ask questions, and afterwards put me in correspondence with the president of his company, Mr. Harry C. Hermans of Corn-ing, New York, who came to Anniston and made investments on which he has been offered very handsome profits."

40 shares of Corning stock. Then he | ful property will always be known as "Corning Heights." The streets are now being graded and \$10,000 will at once be spent in improving the property.'

LIKE ST. PAUL'S SUMMIT AVENUE

It is on the Corning highlands that the upper-tendom of Anniston will ultimately domiciled. The entire city may be viewed from this elevated slope, the principal thoroughfares of which are suggestive of Summit avenue, the pride of St.

CORNING, THE MODEL VILLAGE.

The Corning Land & Loan Co. are now owners of the beautiful town site just beyond the new furnaces and the imm pipe works, and which is traversed by the Georgia Pacific and the Anniston & Atlantic railroads, which run closely parall el through the entire tract. It is an ideal situation and within a few months must inevitably be thickly built over with cosy cottages. The idea is to make it a model village, especially planned for the requirements of thrifty people of moderate

means.

Anniston is already big enough to need just such a suburb, and as the city grows property in Corning will quickly quadruple in value. The present prices at which lots may be bought were purposely put

A NEW YORK BANKER'S IMPRESSIONS OF ANNISTON.

Mr. Fred. Taylor, the New York banker. accompanied the Hewitt-Cooper party in their recent tour through Alabama and Georgia, in a letter to the Hot Blast says: "* Though it was our misfortune to have a rainy day while in your city, I was charmed with what I saw, and impressed with the conviction that you are building up what will, in the near future, be one of the most beautiful and inviting cities in the South. The lay of Anniston and its surroundings are lovely. They reminded me much of Orange, one of New York's choicest suburbs. Everything I encountered with you impressed me with the good judgment of your people in their work. You have gone about building a handsome city in a business-like and systematic way. There was an air of neatness and comfort and thrift about everything in Anniston, which led more than one of our party to exclaim: 'Now I would rather locate and live here than anywhere else we have been.'" and impressed with the conviction that

The Rockbridge Company,

AUTHORIZED CAPITAL \$5,000,000.

GLASGOW, VA.

PRESENT POSTOFFICE ADDRESS OF COMPANY, LEXINGTON, VA.

A New Industrial Center in the Old Dominion.

This company is formed under a liberal charter for the purpose of owning and developing selected properties of great value which are now controlled in the interest of the company. These properties embrace 95,000 acres, comprising some of the most valuable mineral tracts in the country, and a body of 4,000 acres beautifully located just above the confluence of the James and North rivers, near Balcony Falls, and four miles from the famous Natural Bridge in Rockbridge County, Va., which seems to have been designed by nature as a site for a large town. Here it is proposed to combine the great resources of the company's properties in building up a manufacturing town to be known as Glasgow.

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At Glasgow it is expected that the company will erect two or more coke iron blast furnaces and a plant for the manufacture of ferro manganese, perhaps the most lucrative of all manufacturing industries connected with the product of the metals.

Glasgow is triangulated by railways—the Richmond & Alleghany of the C. & O. system, the Shenandoah Valley and the Lexington Branch of the R. & A. Railroad—which connect it with the Pocahontas, New River and Connellsville coal fields, and with the best markets of the country.

RESOURCES OF THE PROPERTIES.

1—IRON ORES of ascertained excellence in inexhaustible quantities and of five distinct varieties, which can be cheaply mined and delivered at the furnaces at a low cost.

2-LIMESTONE in the immediate vicinity of the iron veins.

3—MANGANESE only partially developed, but as there are over 30 miles of the strike of the manganese ores upon the properties referred to, the work already done gives assurance of large supplies of this valuable mineral.

4—TIMBER.—Thousands of acres of virgin forests, much of it containing valuable woods for lumber, and all valuable for fuel.

5-WATER POWER.—The entire power of the James and North rivers already developed by three or four dams.

6—Several thousand acres of valuable arable land, which can be largely increased by reducing wood land to cultivation.

7-Hydraulic Cement, Fire Clay, Kaolin, Mineral Paint, Superior Building Stone.

8—Several thousand acres of the most valuable coking coal lands in the country, affording an ideal furnace fuel.

It is no longer a problem that iron can be made in Virginia at a larger certain profit than anywhere else in the country, and the properties and the town site selected afford the most favorable conditions that exist in Virginia for its profitable manufacture. The company claims that even at present low prices it can make iron at a profit of from \$2.50 to \$3.00 per ton for the entire output of the furnaces, and that this profit is more likely to be increased than diminished. This gives as the annual profit from the furnaces alone, if there be two stacks, at least \$175,000; if there be three stacks, \$262,500, or from 10 to 13 per cent. upon the entire capital stock of the company now proposed to be sold, whether it be in the one case \$1,500,000 or the other \$2,000,000. This, without taking any account of the income which may be reasonably expected from the manganese and other valuable minerals on the properties, from the sale of timber and bark, or of the profits to be realized from the town or land and improvement feature of the enterprise.

The company will own 4,000 to 5,000 acres available for town and residential purposes and for manufacturing sites. It offers the subscribers to its present issue of privileged stock the right to take one lot for every two shares subscribed for at the nominal price of \$10 per lot. It will probably set apart 1,000 acres to be given to companies and men of enterprise who

This company is formed under a liberal charter for the purpose of ing and developing selected properties of great value which are now rolled in the interest of the company. These properties embrace lots as the town is built up and the demand is created for such properties.

The estimate, based upon the experience of localities and communities far less favored by nature, is that the land and improvement feature will eventually return to the stockholders two or more dollars for each dollar paid by them. The lots they get with their stock, it is believed, will, so soon as the capital now called for is paid in, be worth more than the price paid both for stock and lots. The 95,000 acres of land referred to embrace a number of choice tracts of mineral land, but the company, when its capital shall have been subscribed, will have the option of purchasing so much of the land offered as it may upon full consideration find it desirable to acquire.

Terms of Subscription.

The company now invites subscriptions to its capital stock to the amount of \$1,500,000, and not exceeding \$2,000,000, and it reserves the right to accept or reject any subscriptions which may be made in excess of that sum. The shares will be allotted in the precise chronological order in which they are subscribed for.

The shares are \$100 each to be sold at par, payable \$5 on subscription, \$20 on call of the board of directors not earlier than 15th May, 1889, and residue in instalments of \$10 to \$20 each per share, in 3, 9, 12, 18 and 24 months thereafter.

The subscriber for every two shares will have the privilege of purchasing one lot in the town of Glasgow at ten dollars per lot, and the subscriber for 30 shares may purchase 14 lots and one villa site of an acre or more, in or about said town, for \$10 for each lot and for such villa site.

All payments on stock or lots must be made directly to the Manhattan Trust Company, 10 Wall Street, New York, or to the Treasurer of the company, Lexington, Virginia. Persons desiring to subscribe for the stock will find books of subscription open at the office of the Manhattan Trust Company, New York, the banking house of Warren & Quarles, Richmond, Va., and at the office of the company, Lexington, Va.

Applications for stock may be addressed to the Manhattan Trust Company or to the Treasurer, Secretary or any of the officers of the company. Parties desiring to subscribe for the stock are requested to carefully examine the prospectus of the company and the descriptive memorandum published therewith (which can be found at the above named offices, or can be had on application to any officer of the company) for fuller information as to the purposes and properties of the company and the terms upon which its stock can be had.

The following are the officers of the company under its preliminary

President—FITZHUGH LEE, Richmond, Va.
Vice-President—WILLIAM A. ANDERSON, Lexington, Va.
Treasurer—JAMES K. EDMONDSON, Lexington, Va.
Secretary—G. D. LETCHER, Lexington, Va.

DEPOSITORIES.

Manhattan Trust Company, 10 Wall street, New York. Bank of Lexington, Virginia.

DIRECTORS.

FITZHUGH LEE, Richmond, Va.
FRANCIS O. FRENCH, 10 Wall street, New York.
A. W. HARMAN, Richmond, Va.
E. A. PACKER, No. 1 Broadway, New York.
WILLIAM A. ANDERSON, Lexington, Va.

LOUISVILLE,

KENTUCKY,

Is now being Supplied with an abundance of

NATURAL GAS

From one of the Most Extensive Natural Cas Fields yet discovered.

Many New Wells are being sunk and before the Autumn of 1889 the furnish will be sufficient to supply twice the number of manufactories now located here.

Louisville is the Largest Manufacturing City of the South, with more railroads and rivers than any point in the whole South.

Lumber and Iron are cheaper in Louisville than anywhere else in the United States. Louisville being the Largest Iron Storage Market in the country.

Address.

YOUNG E. ALLISON, Secretary, LOUISVILLE, KY.

BUENA VISTA LAND & IMPROVEMENT

We append the following description and analysis of ores by Prof. M. B. Hardin, of the Virginia Military Institute, and challenge comparison:

| Second | S

Copper oxide

Zinc xide

The been often asked how a "limonite" carrying silica and other impurities could contain 59 per cent. or even over 60 per cent. of metallic iron, when a pure typical limonite contains only 59.9 per cent. of the metal. The apparent difficulty arises from a confusion of terms. All brown from ores are not limonite. Contains thin the contains 60.9 per cent of iron, and turgite, which though redoish, is still a hydrated oxide, contains 60.8 per cent. of iron. I may make this matter still clearer by stating that limonite contains 44.4 per cent. of water, gothite 10.1 per cent. and turgite only 5.3 per cent. As turgite very frequently occurs with limonite, as gothite closely resembles the latter, and as iron ore originally deposited as limonite may have subsequently lost some of its water, it is very easy to see how brown iron ores may exist which contain more iron than the brown hematite, properly called limonite.

From what I know of the Buens Vista ores, I think specimen No. 6, taken from "stock hrap," is a fair representative. This contains 0.337 phosphorus to the 100 parts of metallic iron, which is equivalent to about 0.31 phosphorus to 100 parts of pig iron. An analysis of a specimen of pig iron from Buena Vista ores showed in 100 parts 93.03 metallic iron and 0.28 phosphorus, a result agreeing pretty closely with that calculated from the analysis of specimen of ore averaged from "stock heap."

In 182 I made a number of analyses of specimens of Buena Vista ores for Mr. J. H. Bramwell, of the New York Iron & Steal Company. These specimens were collected by Mr. Bramwell himself, and the analyses afford the means of companing the composition of the ores taken from different beds and openings.

RAILROAD FACILITIES.

The Shenandoah Valley and Norfolk and Western Railroads, under the same management, gives us a direct line to the Pocahontas or Flat-top coal fields. The Richmond & Alleghany and Chesapeake & Ohio Railroads, under the same management, gives us a direct line to the New River and Kanawha coal region. The Baltimore & Ohio gives us a direct line to the Connellsville coal and coke region. The Baltimore & Ohio and Shenandoah Valley Railroads are direct and competitive lines to the Northern markets. All of the roads here mentioned compete to supply coke and carry away products. The advantages of such a position cannot be over-estimated. FUEL.

A plentiful supply of reliable white labor can be obtained at this point. The great predominance of the white population precludes the possibility of race troubles. The few colored people we have here are peaceable, contented and much more reliable than others of the same race in Southers communities. Surrounded by a rich agricultural region, the cost of living here is reduced to a minimum.

CLIMATE.

No other part of the world can boast of a climate so well adapted to industrial pursuits. In winter the sperature rarely falls to zero. In summer it rarely rises to go. We have neither blizzards nor cyclones, destructive storms; no serious epidemics or any of the other extreme visitations peculiar to Northern, there nor Western sections. Our pure, high, dry, healthy and equable climate conduces to the best of lith, and furnishes the energies and opportunity for continuous out-door labor.

PURPOSES OF THE COMPANY.

The Buena Vista Company proposes to develop its magnificent ore beds with great energy: to promote the establishment of furnaces, mills and factories of all kinds, and to build a busy manufacturing city, which shall be second to none in the State. As no other point can compete in natural advantage, the company is in a position to offer more attractive and valuable inducements than any other corporation in the South, Capitalists and manufacturers from the North and West, and representatives of every industry from every section are all invited to find at Buena Vista a congenial, healthy, comfortable home and a profitable field for investment and labor. Any one desiring to invest in any kind of manufacturing enterprise will find at Buena Vista all that he could desire in the way of first-class facilities and the greatest variety and abundance of raw material, together with such special and valuable induses and the greatest variety and abundance information.

A. T. BARCLAY, President Buena Vista Company, Buena Vista, Va.

WEST POINT, VA.

Deep Tide-Water Terminal Town

of the great Richmond & Danville Railroad System and of the railways controlled by the Richmond & West Point Terminal Co., including the East Tennessee, Virginia & Georgia Lines.

MATCHLESS HARBOR, INCOMPARABLE CITY SITE,

HEALTHIEST PLACE BETWEEN NEW YORK AND GALVESTON.

Purest drinking water, most salubrious climate on the South Atlantic Seaboard. No mud in the streets. No malaris in the air. Lighted by electricity. Excellent schools. Churches of all denominations.

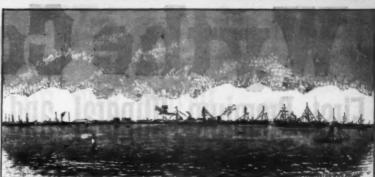
Extraordinary Inducements for Manufactories.

All new industries exempt from taxation. Factory Sites Donated. Fifteen hundred and sixty per cent, increase in the value of improved property since 1880. Six hundred per cent, increase in population. West Point has never been "boomed" and but little advertised, consequently building lots may still be had at lower prices than prevail at many towns of half the size and one-tenth the present business of West Point. Last year West Point was the fifth cotton port in the Union. Next season it will be the second, for by then the Missouri Paoific will turn over its Arkansas. Indian Territory & North Texas cotton to the Richmond & Danville's new line now being built to the Misslasing River.



This alone will quadruple the value of West Point property. Lots are now offered at from \$50 to \$1,000, so as to meet the views of purchasers of

only as miles from Riconomond; a night's ride by palatial steamers from Baltimore (fare only \$3:) within easy reach of Philadelphia, New York and Boston. Steamers from Baltimore daily. Triweekly "Old Dominion" steamers from New York, Semi-weekly "Ine steamers from Providence, R.I. Come and see the town and its great docks and sea-going steamers loading for foreign ports. Come and drink the health-giving water flowing from any one of West



STRANSHIPS LOADING COTTON AND GENERAL CARGO AT WEST POINT.



THOS. B. HENLEY, West Point, Va.

GENERAL AGENT FOR THE

Richmond, West Point Land, Navigation & Improvement Co.

FOR SALE.

Timber Tracts, MILLS,

■ West Point Property

BOTH

Improved and Unimproved.

THOMAS B. HENLEY,

× Real Estate ×

Broker M Auctioneer.

C.W. GILEAVE

FOR RENT.

FARMS.

Store Houses,

MILLS,

Houses # Lots

-IN-

WEST POINT.

Wythe County, Va. First Premium Mineral and Timber County of the State.

Awarded at Richmond Exposition, 1888.

The best Mineral, Timber and Agricultural County inviting the attention of Railway and Manufacturing Capitalists in the Appalachian Chain.

The best bodies of Mineral and Timber are in close proximity to water powers of unlimited capacity.

No finer health resort in the world. Has an elevation of 2,300 feet above sea level. Ores and Minerals in greatest profusion and variety.

IRON ORES.—Brown, Red and Magnetic, occupying 110 square miles of the county territory. Less than 10 square miles of these now yield annually

130,000 tons of ore.

ZINC AND LEAD.—The largest deposits in the world. These mines supplied the armies of the Patriots of '76 with lead. The first lead mined in

ZINC AND LEAD.—The largest reposits in the state of the county's territory. Limestone for fluxing and for lime in purest qualities known. The SEMI-BITUMINOUS COAL.—Occupies 25 square miles of the county's territory. Limestone for fluxing and for lime in purest qualities known. The decomposition of which makes the most productive soil for grain and grasses.

SUPERIOR FIRE CLAYS are now being discovered.

MINERAL WATERS of great excellence, with established reputations of many years, such as Lithia, Bromide-Arsenic, Sulphur, Chalybeate and Alum.

Splendid Agricultural

NATIVE BLUE GRASS, luxuriant growths of Timothy and Clover. Average yield of Wheat, 15 bushels to the acre. The highest yield of Corn to cre, 105 bushels. Finest location for Creameries in the South.

The Timber Lands of Wythe County,

arge Forests of Car Lumber White Oak.

All Capitalists, Manufacturers and Farmers are cordially invited to come. Lands are cheap. Iron can be made as cheap as in Birmingham, from the ores in the world. The Farming Lands are the best all-round crop lands in the entire South.

FRANK ST. CLAIR, Secretary County Committee, Box 87, Wytheville, Va.

A SUMMER RESORT
2,300 Feet Above Sea Level.
Pure Oxygenated Air, Broad
Streets, Fine Pavements,
Mineral Waters. monument

WYTHEVIL

IRGINIA.

THE COMING
Winter Sanitarium
OF THE SOUTH.
Dry Atmosphere, Tempered
Winds, Pure Water, Macadamized Streets, Turnpike Roads,
Mineral Waters,

THE SARATOGA OF THE SOUTH."

AN ALL THE YEAR-ROUND RESORT.

With its present capacity cannot accommodate the crowds of summer visitors. Hence, to secure a large modern hotel the town council will donate a site containing ten acres of land, beautifully situated, with commanding views of surrounding mountains, and perfect drainage, to any person who will build one.

The town is situated on the summit of the Alleghanies, 2,300 feet above tidewater, 183 miles from Lynchburg, 71 from Bristol, Tenn., and on the line of the Norfolk &

Western Railroad, midway between New York and New Orleans. Population 3,000 No better place situated for a summer and winter resort. Its air is pure and invigorating. During the summer months a pleasant mountain

breeze cools the heat of midday, and a blanket is requisite for comfort during the night. It is recommended by eminent physicians to those suffering with consumption, catarrh, dyspepsia, nervous prostration and insomnia.

It is beautifully laid off in squares, with wide streets, many of which are macada-

mized and adorned with spacious yards. It is the center of a network of country roads, all affording delightful drives for health and recreation. It is situated in the famous blue grass region, and the grass is of spontaneous growth.

It contains an ever flowing fountain of excellent alum-chalybeate water on Main street, especially recommended for dyspeptics and delicate ladies and feeble children, free to all. Within a few miles is the celebrated Cove Lithia Springs, specially noted for its curative powers. Limestone and Freestone Water can be had in abundance.

Its church, school and collegiate facilities are superior to those of any summer resort in the State.

FREE FROM MALARIA. FREE FROM MOSQUITOES. FREE FROM CYCLONES. FREE FROM EPIDEMICS.

19 Hours From New York. 12 Hours From Washington. 37 Hours From New Orleans. 24 Hours From Memphis. 20 Hours From Louisville. 12 Hours From Nashville. 24 Hours From Savannah. 15 Hours From Atlanta. 6 Dally

Trains. 1 Telegraph Office. 2 Banks. 1 Insurance Company. 2 Weekly Papers.

C. W. GLEAVES, Mayor.

Roanoke. Virginia.

* THE MAGIC CITY OF THE SOUTH. *

Population in 1880, 400.

Population in 1888, 15,000.

Her Present Phenomenal. Her Past Remarkable. Her Inducements Unrivalled. Her Future Magnificent.

Climate and Health Unsurpassed. Pure Water. Sewerage Excellent, Surroundings Beautiful.

At the Junction of the Norfolk & Western, Shenandoah Valley and Roanoke & Southern

Railways. 258 Miles from Norfolk, Va. 151 Miles East of Bristol.

Read the Proud Record of Roanoke's Industries, and be convinced that her Remarkable Progress is no less Substantial than Wonderful.

Roanoke Machine Works, valued at \$5,000,000, manufacturers of locomotives and other railroad equipments. Employing from 1,000 to 1,500 men.

Virginia Packing Company, capacity 4,000 cans per day. Roanoke Water Works, capital stock \$250,000. Supplies water as clear as a crystal from a mammoth spring on Mill Mountain. Capacity for supplying a population of 100,000.

Roanoke Gas Company, capital \$120,000.

Three large Tobacco Factories.

Two Warehouses for the sale of leaf tobacco.

Diamond Ice Manufacturing Co., capital \$25,000.

Four Banks, with an aggregate capital of \$450,000. Five Building Associations, with an aggregate capital of \$600,000.

Land and Improvement Companies, with an aggregate capital of \$700,000.

Virginia Steel Company, owners of extensive and valuable mineral properties in Southwest Virginia, are now preparing to construct a Bessemer Steel Plant at a cost of \$300,000.

Virginia & North Carolina Construction Company, capital \$500,000.

Virginia Company (formerly the Iron Belt Land, Mining & Developing Company), capital \$500,000

Roanoke Car Axle Works, capital \$250,000. Crozer Steel & Iron Company, cost of plant \$500,000;

capacity 120 tons plg iron per day.

A Roller Flouring Mill, valued at \$15,000.

Virginia Picket & Wire Fence Co., capital \$25,000.

One Steam Mattress Factory.

One Cigar Factory.

One Box Factory.

Telephone System.

One Wagon and Buggy Factory.

One Sash, Blind and Door Factory.

Three Planing Mills.

Four large Brick Yards.
Alleghany Institute, cost \$20,000.

Four Hotels, capable of accommodating 500 guests.

Hotel Roanoke cost \$80,000.

Two Daily Newspapers.
Three Weekly Newspapers

Two large Steam Job Printing Establishments.

15,000 of the most wide awake and enterprising people in the South.

Roanoke is the southern terminus of the Shenandoah Valley Railroad. The northern terminus of the Roanoke & Southern Railroad (under construction.) The terminus of two divisions of the Norfolk & Western Railroad.

IN COURSE OF CONSTRUCTION

THE ROANOKE ROLLING MILL.—This mammoth enterprise is just receiving its finishing touches, and in a few weeks will be turning out iron of every description.

THE ROANOKE STREET RAILWAY will begin very shortly to lay its tracks through the principal streets of the city. Their cars will be operated by the most improved equipment of steam motive power.

THE ROANOKE BRIDGE WORKS.—This enterprise promises to be one of the leading industries of our now busy city. Has already secured a site, all of the necessary stock has been taken, and proposes to have its plant completed by March, 1889. Will employ 500 skilled mechanics.

NORFOLK & WESTERN RAILWAY REPAIR SHOPA.—
This company having recently made Roanoke the terminus of two divisions of its great railway system, will construct here at once the large repair shops, employing a large number of men.

PROJECTED ENTERPRISES.

Electric Lighting System, both arc and incandescent. Cotton Mills. Chair Factory. Creamery.

Opera House to cost \$50,000.

Government Building to cost \$50,000.

Roanoke will very probably be the southern terminus of the Valley Branch of the Baltimore & Ohio Railroad, now completed to Lexington, 50 miles from Roanoke.

ROANOKE IS HEADQUARTERS FOR

The Norfolk & Western Railroad Co., which employs 300 clerks.

The Shenandoah Valley Railroad Co., which emp'oys

The Washington & Western Railroad Co.

The Roanoke & Southern Railroad Co. (now under construction.)

The Pocahontas Coal Co., the largest coal operators in the world.

And nearly all the mining companies operating in Southwest Virginia.

ROANOKE HAS BUILT

2,500 houses within the past six years. 200 to 250 are now (November, 1888) in the course of erection, among which are a splendid Fire Department Building, a Masonic Temple to cost \$25,000, a Y. M. C. A. Building to cost \$20,000. She has an elegant new Courthouse and Jail, Market House, Opera House and Public School Houses. She has twelve churches, representing nearly every denomination.

ROANOKE EXPENDED DURING 1888

\$16,000 for Public School Buildings.

\$25,000 for Sewerage.

\$25,000 for Street Improvement.

\$16,000 for Miscellaneous Public Work.

THE BONDED DEBT

of Roanoke is smaller than that of any other city of equal size in the South, being less than \$150,000. The city tax rate is proportionately low, being \$1.10 on the hundred.

Roanoke has a wholesale and retail trade, embracing 16 of the wealthiest, most productive and most rapidly developing counties in Virginia, and its wholesale trade extends into West Virginia, Tennessee and North Carolina.

Roanoke is the most prosperous city in Virginia, and in a few years will be the largest inland city in the State. When the census of 1890 is taken, her population will not fall far short of 25.000.

No man has ever yet lost money in Reanoke real estate.

The tendency of value being constantly upwards as the city grows, and as the prospects of the city are brighter now than ever before in her history, it is reasonable to presume that prices will get still better. If you want to make an investment, no matter how small or how large, that will pay you handsomely, get hold of some Roanoke real estate.



XIIM .

The following industries and manufactories are much needed in Roanoke, and either or all can be profitably operated here, where facilities for their successful prosecution are unbounded and unrivalled: Wagon, Buggy and Carriage Works, Iron Works of all kinds, Stove Foundry, Broom and Bucket and Barrel Factory, Brewery, Iron and Wire Fencing, Iron and Terra Cotta Works, Brick Yards, Plumbers, Nails, Horse Shoes, &c.; Cotton and Oil Mills, Tanneries, Canning Establishments, Fertilizer Factory, Broom and Furniture Factory, Harness Wakers, Whole Factory Harness Makers, Whol

Furnaces and Engine Works, Chair and Furniture Factory, Harness Makers, Wholesale Houses in all branches of business (city is well supplied with retail stores, but there is a fine field for wholesale business), Cigar and Cigarette Factories, Spoke and Handle Factory, Iron and Wood Pump Works, Steel Rails, Paint and Tool Works. A First-Class Restaurant is much needed, for which no better opening was ever offered. For further information address the following business firms of the city:

JAMES S. SIMMONS & CO.

R. H. GRAY & CO.

ROANOKE LAND & IMP. CO. YEAGER & CAMPBELL. ASBURY GREIDER & CO.
J. R. HOCKADAY & CO.

EFFIELD,

The Iron Manufacturing Center of the South.

At the head of navigation, on the Tennessee River, Sheffield is the natural outlet for the mineral and manufacturing products of Alabama and the neighboring States seeking a water route to points on the Ohio and Mississippi Rivers, and to the Gulf of Mexico, as well as the best distributing point over Alabama, Eastern Mississippi and East Tennessee, South Carolina, Georgia and Florida for Northern and Western produce, groceries, provisions, machinery, &c. Three Railroads already completed and in operation; and several others assured. Principal shops of the Memphis & Charleston Railroad, in which cars and locomotives are to be built, are under contract to be erected here. These will employ between four hundred and five hundred mechanics and consequently, with their families, will make an increase in population of at least two thousand people. Shops of three other railroads are contracted to be located here, some of them being now under construction.

Five Completed Blast Furnaces,

HAVE A CAPACITY OF 700 TONS PIG IRON PER DAY.

Experts do not hesitate to say that iron can be manufactured more cheaply at Sheffield than at Birmingham, and its river transportation facilities will enable Sheffield iron to reach the principal markets at a saving of from

\$2.00 TO \$2.50 PER TON.

The quality of the iron produced is pronounced by consumers to be the best from any furnaces in the South.

The following are among the Corporate and Private Enterprises belonging to Sheffield:

- 1 The Sheffield Land, Iron & Coal Company, capital \$1,000 000.
 2 The Sheffield & Birmingham Coal, Iron & Railroad Company, capital \$7,500,000, owners and operators of three blast furnaces, the Sheffield, the Sheffield & Birmingham Railroad, coke ovens and coal mines near Sheffield.
 3 The Sheffield Furnace Company, capital \$150,000; assets \$500,000.
 4 The Lady Ensley Furnace Company, capital \$25,000; publishes daily paper with associated press report and weekly paper.
 5 The Sheffield Ice Company, capital \$25,000.
 7 The Sheffield Gontracting Company, \$30,000.
 8 The Sheffield Manufacturing Company, \$30,000.
 9 The Sheffield Contracting Company, \$30,000.
 10 The Eureka Brick & Lumber Company, \$30,000.
 11 The Sheffield Furniture Manufactory.
 12 The Howard & Busch Brick Company.
 13 The Sheffield Bakery and Bottling Works.
- 3 The Sheffield Furnace Company, capital \$150,000; assets \$500,000.
 4 The Lady Ensley Furnace Company, capital \$200,000.
 5 Enterprise Publishing Company, capital \$25,000; publishes daily paper with associated press report and weekly paper.
 6 The Electric Light and Gas Fuel Works, \$25,000.
 7 The Sheffield Ice Company, capital \$25,000.
 8 The Sheffield Manufacturing Company, \$30,000.
 9 The Sheffield Contracting Company, \$60,000.
 10 The Eureka Brick & Lumber Company, \$30,000.
 11 The Sheffield Furniture Manufactory.
 12 The Howard & Busch Brick Company.
 13 The Sheffield Bakery and Bottling Works.

- Knowles Knitting Mill, \$30,000.
 Sheffield Tapestry Works, \$40,000.
 Robbins Machine Shop and Foundry, \$50,000.
 Sheffield Cotton Mill, No. 1, \$50,000.

- 38 Shaffield Cotton Mill, No. 1, \$50,000.
 39 Owen Pink Mixture Company, \$100,000.
 40 Bell Telephone & Telegraph Company.
 41 Fould's Shoe Factory, \$20,000.
 42 Enterprise Wood-working Company, \$30,000.
 43 The Shaffield Harness & Saddlery Company, \$20,000.
 44 Principal Shops of the Shaffield & Birmingham R. R.

Aside from the foregoing, the following are in course of construction and may be considered positive: Principal Shops of the Nashville, Florence & Sheffield Division of the Louisville & Nashville Railroad.

Reasonably certain to be secured in the near future are the following, in regard to which negotiations are pending: A Rolling Mill, a Large Machine Shop, a Co.ton Mill, a Large Steel Plant.

GOOD WATER.

Free Public Schools and Churches

Drainage Excellent. Health and Climate Unsurpassed.

Splendid Opening for Men of Push and Energy. No Better Point for Profitable Investment.

-- O "OLD FOGY" ELEMENT HERE.

Sites for Manufacturing Enterprises,

AND FOR FREE PUBLIC SCHOOLS AND CHURCHES.

Donated by Sheffield Land, Iron & Coal Company.

Population January 1st, 1887, 700; August 21st, 1887, by actual count, 2,583. Increase of population, 300 per cent. in eight months, and only limited by accommodations. Present estimate (August, 1888) fully 3,500. Four years ago the site of Sheffield was cultivated as corn and cotton plantations, and was without a railroad. Numerous two and three story brick business houses, and one and two story dwellings have been, and are being erected. The class of buildings will compare favorably with those in cities of 20,000 inhabitants. Limestone of excellent quality for fluxing iron in unlimited quantities at the furnaces' sites. First class building stone and brick clay abundant. Rich and extensive deposits of Brown Hematite iron ore within twenty miles, along the lines of two Sheffield railroads, which, by actual results in the furnaces, yield above 50 per cent. metal. Iron of high grade is being made with a pound of coke to a pound of metal-a result never before accomplished with Southern ores and coke. The Sheffield & Birmingham Railroad runs through the heart of the Warrior Coal Fields, which abound in first-class Coking, Steam, Gas and Grate Coal. Timber is abundant and cheap. The Memphis & Charleston Railroad, Sheffield & Birmingham Railroad, and Nashville, Florence and Sheffield branch of the Louisville and Nashville Railroad are now in operation into Sheffield. Surveys of three other railroads have been recently completed to Sheffield, which will soon be the best combined river and railroad transportation center in the South. Every merchant and every established manufacturing enterprise is doing a profitable business. More are needed. For further information address

WM. L. CHAMBERS, Vice-President and Manager,

SHEFFIELD LAND, IRON & COAL COMPANY,

* DEGATUR ALABAMA.

The New Industrial City of the Great Tennessee Valley.

ECATUR is situated in Morgan County, in Northern Alabama, on the great Tennessee River. New Decatur, at first an addition to Decatur, is now a separate municipality. It is free from overflow or miasmatic influences, and enjoys refreshing breezes throughout the summer season. All the geographical conditions of Northern Alabama are favorable for a mild, salubrious and uniform climate. Great extremes of temperature are never experienced here. Decatur lies midway between the heat of the extreme South and the severe cold of the North. The nights are always cool and pleasant. The winters are mild. Potatoes and other early vegetables are planted in January and February, and mature and come into market about the time people are making their gardens in the North. The mortuary statistics prove the climate to be very healthful. Yellow fever was brought to Decatur from Florida in 1888, healthful. Yellow fever was brought to Decatur from Florida in 1905, and lodged in the old town, owing to the tearing up of streets for the purpose of ballasting, but this will be guarded against in future. New Decatur was not affected. The water supply is abundant, and of the purest quality. Within a few miles of Decatur are famous mountain resorts, including the local for pleasure seekers and homes for invalids, including the quality. Within a few miles of Decatur are famous mountain resorts, delightful places for pleasure seekers and homes for invalids, including the Monte Sano Hotel, situated on a mountain 1700 feet above the sea level, overlooking the quaint old town of Huntsville, celebrated for its wealth and social refinement, and its wonderful spring. From this mountain is to be seen a panorama of picturesque scenery rarely equalled.

exceeding \$11.00 per ton, and car-wheel iron at \$14.00. The inducements for establishing foundries, forges, rolling mills and other works for the manufacture of the enormous future production of iron in Alabama are not surpassed at any other point. Coal for manufacturing purposes is now delivered in Decatur by rail from the great Warrior coal fields for \$1.85 per ton. The mines up the river are preparing to deliver coal in barges, which will reduce the price. In the production of coke, Alabama ranks second only to Pennsylvania. At or near Decatur can also be obtained the best of limestone, asphalt, building stone, fine marbles and granite, sand for glass making manganese fire clay, and the finest of clay for brick.

There is no more favorable location for cotton mills than at Decatur.

There is no more favorable location for cotton mills than at Decatur, the advantages for procuring the raw material and labor, and in the way of freights, being unsurpassed.

Adjacent to Decatur is a wealth of the finest timber in the world, consisting of extensive pineries, and immense forests of oak, walnut, poplar, ash, cherry, and gum. Decatur is one of the largest hard-wood producing centers in the South, and is above all things especially adapted for every description of wood manufacture.

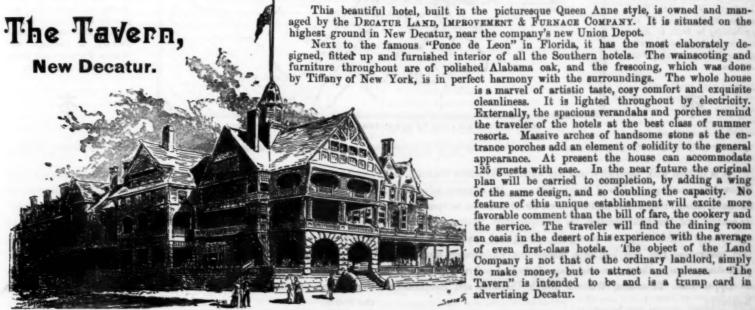
description of wood manufacture.

description of wood manufacture.

The facilities for transportation are already excellent, and will soon be unsurpassed. Two trunk lines cross each other at Decatur, the Louisville & Nashville, and the East Tennessee, Virginia & Georgia. Two more roads are in course of construction. Thirty rivers will be accessible by steamers after the completion of the Government works at Mussel Shoals, below the city, in June, 1889, and the Tennessee River will be opened to navigation from Knoxville, Tenn., to the Oh'o and Mississippi. As the "long-haul" clause of the Inter-state Commerce Law does not apply to places located upon navigable waters, this will result in active competion between the railroads and steamboats. The railroads at Decatur have built switch tracks through the manufacturing districts of the city, and a company has been formed to build a belt line. There is no better location in the United States for any kind of manufacture, especially wood, iron and cotton manufactures. There are also great opportunities for investment in building, for sale or for rent. There is a constant demand for the best skilled and common labor at good wages. On the 11th of January, 1887, the Decatur Land, Improvement and Furnace Company was organized for the promotion of the interests of Decatur, and they can point with pride to what they have accomplished. Under the direction of skilled engineers, landscape artists and architects, imported from the Eastern cities, they have laid out be seen a panorama of picturesque scenery rarely equalled.

Adjacent to Decatur in the Tennessee Valley are some of the finest farming lands in the world. The soil is a rich mineral, producing luxuriant crops of every grain, vegetable and fruit of the temperate zone, and is especially adapted to wheat, corn, oats, the best of grasses, garden products, cotton and tobacco. Wild lands can be bought at very low prices, and improved farms that will compare favorably with the best in Ohio, Indiana and Pennsylvania, at moderate prices. Land can be rented for truck farms at from \$3.00 to \$5.00 per acre, and the crops find ready sale at home or for shipment North at remunerative prices. Labor for farm purposes is cheap and easily procured. The special advantages of Alabama for stock raising are worthy of attention, both as regards climate, abundance of native grasses and water, and the advantages of markets.

As regards the great iron industry, which is attracting the attention of the civilized world to the "New South," the location of Decatur is very favorable for the manufacture of ordinary charcoal or coke iron is laid down here from the iron fiature of ordinary charcoal or coke iron is laid down here from the iron abundant supplies of fuel and limestone, and the very best charcoal is manufactured here. Ordinary pig iron can be manufactured at a cost not



This beautiful hotel, built in the picturesque Queen Anne style, is owned and managed by the DECATUR LAND, IMPROVEMENT & FURNACE COMPANY. It is situated on the

trance porches add an element of solidity to the general appearance. At present the house can accommodate 125 guests with ease. In the near future the original plan will be carried to completion, by adding a wing of the same design, and so doubling the capacity. No feature of this unique establishment will excite more favorable comment than the bill of fare, the cookery and the service. The traveler will find the dining room an oasis in the desert of his experience with the average of even first-class hotels. The object of the Land Company is not that of the ordinary landlord, simply to make money, but to attract and please. "The Tavern" is intended to be and is a trump card in advertising Decatur. trance porches add an element of solidity to the general

For Maps, Illustrated Pamphlets and Specific Information, Address

The Decatur Land, Improvement & Furnace Company NEW DECATUR, ALA.

Morristown,

The Plateau City of the Great Valley of East Tennessee

from the Cumberland Mountains which bound East Tennessee on the northwest, and the Alleghany Mountains which bound it on the southeast, and is 300 feet above Holston River, which washes the north base of the plateau three miles from the city. Its mean elevation above sea level is about 1,350 feet, while the hills and mountains immediately surrounding it rise to an altitude of 1,935 feet, affording views of surprising extent and grandeur, and at the same time so modifying the temperature that the thermometer rarely registers higher than 90° in summer or lower than 10° in winter. Its drainage is admirable, and malaria is unknown. It has nearly trebled its population since 1880, having now about 4,000 inhabitants. It is the commercial and business center of the richest and most extensive agricultural district in the State, where all the cereals and all the grasses

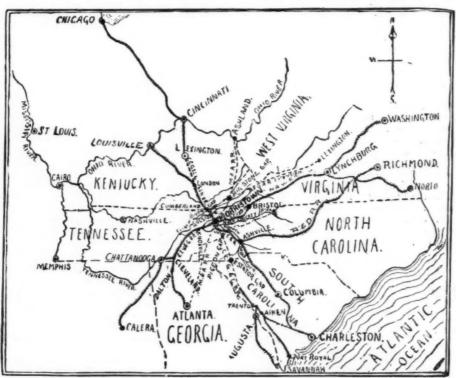
is beautifully located on a plateau of Bay's Mountain, about equi-distant and tobacco are grown to perfection, and where fruits and berries abound. It has hundreds of thousands of acres of unculled forests accessible to it, abounding in Poplar, Pine, Hemlock, six varieties of Oak, Chestnut, Hickory, Cedar, Maple, Birch, Beech, Sycamore, Gum, Locust, Laurel, Buckeye, Mulberry, Ash, Cherry and Walnut. The Celebrated East Ten. nessee Marble underlies a part of the city, and it is surrounded with rich deposits of Iron Ore, Manganese Ore, Zinc Ore and Lead Ore. It has been said by one who has made a study of the subject, that within a radius of 50 miles around Morristown every variety of iron ore in the United States can be duplicated, and a coke can be made equal to Connellsville coke. We claim without hesitation that Morristown has in its immediate vicinity richer mineral ores, and a greater variety of them, than any city on the Continent.



MORRISTOWN

has Railroad Facilities equal to any city between Lynchburg and Chattanooga, and they will be speedily increased by the completion of the Carolina, Cumberland Gap & Chicage Railway making the shortest possible railway route between the great cities on the Ohio River, Cincinnati and Louisville, and the seaboard cities, Charleston, Port Royal and Savannah Besides, the Baltimore & Ohio Railway will probably extend a branch to it from Lexington, Va., and the Tennessee Midland will in all probability be built to Morristown, and a line be built giving direct connection with





MAP SHOWING RELATION OF MORRISTOWN TO THE COUNTRY AT LARGE



MORRISTOWN

has a citizenship composed almost exclusively of native born Americans. It boasts a splendid system of Graded Schools, Five Commodious Brick Churches, the finest Courthouse in Upper East Tennessee, an Opera House that will seat 600 people, two Solid Well Managed Banks, a flourishing Building and Loan Association, two of the Largest Commercial Flouring Mills in the South, Stove Works, an Agricultural Implement Factory, two Woodworking Factories, a Tobacco Factory, a Carriage and Wagon Factory, and many industries of lesser note.



It is lighted with electricity, and has water works under contract, and is now inaugurating a system of street railways. Its climatic advantages, its unsurpassed record for healthfulness, its abundance of pure water, its central and beautiful location, its transportation facilities, its fruitful agricultural surroundings, its contiguity to rich and exhaustless fields of iron, manganese, zinc and lead ores, marble, coal and timber, mark it as a place destined to be the commercial, manufacturing and railway emporium of Upper East Tennessee, Western North Carolina and Southeastern Kentucky.

To expedite this destiny the city authorities have wisely exempted from taxation for ten years all manufacturing establishments that will give employment to fifteen or more persons, and the county authorities have done the like, so that manufacturing establishments will be exempt from all taxation for ten years, except the merely nominal tax for State purposes. There has been no "boom" or inflation of prices at Morristown, and, as it possesses within itself and contiguous to it almost every element of wealth, it now presents the most inviting field for investment of any city in

Persons who may desire tuller information can obtain it by calling on or addressing

POSTOFFICE BUILDING, MORRISTOWN, TENNESSEE.

***CONSTRUCTION DEPARTMENT.

B PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this de partment carefully each week.

•Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.
• In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUPACTURERS

ALABAMA.

Anniston-Dummy Railroad.-The Anniston, Oxford & Oxanna Street Railroad Co. have consolidated with the Minnelulah Lake Co., and will extend their road and operate with dummy engines.

Anniston-Edge-tool Works-The Falls City Malleable Iron & Steel Co. of Louisville, Ky, are considering building works for manufacturing edge tools by their patent process. They now have works at Louiswille

Anniston-Dummy Railroad.-The Jacksonville & Anniston Dummy Line Co. have commenced work on their dummy railroad previously mentioned.

Anniston-Car Works. - The Alabam Car & Foundry Co., lately mentioned as organized to build large car works, will, it is claimed, commence work on plant within 30 days. Capital stock is \$200,000.

Atalla-Oil Mill and Cotton Compress Thos. P. Ivy, of Boston, Mass., is organizing a company to build a cotton warehouse cotton-seed oil mill and a compress.

Athens-Dammy Railroad, &c .- It is reported that a dummy and electric railway will be built.

Auburn-Printing.-A stock company is being organized to publish a paper.

Birmingham-Dummy Line.-The East Birmingham Railroad Co. will extend their dummy line to Trussville.

Birmingham-Plow Factory.-Mr. Williams contemplates removing his plow factory from Trussville to Birmingham,

Birmingham.-The Enterprise Land & Loan Co. has been incorporated by Ralph Schwa's, G. W. Embry, Jno. McPoland and others, with a capital stock of \$10,000.

Birmingham-Railroad-The East Ten nessee. Virginia & Georgia Railroad Co. (office, Knoxville, Tenn.) will build a 25mile b anch road from their main line sout of Anniston to the Birmingham mineral re-

Birmingham - Foundry and Machine Shop .- The Birmingham Machine & Foundry Co. will issue bonds to the amount of \$30 000 probably for improvements.

Birmingham-Factories.-The Farmers' Alliance contemplate starting several factories. George F. Gaither, secretary, can give information.

Birmingham-Tool Works.-A. C. Weston, of Pennsylvania, has been prospecting with a view to establishing edge tool works.

Rirmingham-Tool Works,-The Nashville Well Works & Tool Co. will establish a factory to employ 250 men for the manu facture of wind mills, well tools, etc. Six factory buildings will be erected, the largest being 150x50 feet, and the engine and boiler-house 40x 30 feet.

Birmingham-Rolling Mill.-It is rum that the Birmingham Rolling Mill Co. will enlarge their mell.

Blocton. - The Cahaba Coal Mining Co., previously mentioned as to increase the output of their coal mines, will start four

Cahaba-Iron Furnace,-It is rumored but not confirmed, that an iron furnace will be built by Virginia parties who have lately been examining iron mines.

Cedar Bluff,-The Cedar Bluff Land Mining, Improvement & Manufacturing Co has been organized with R. Laurence, president; J. F. Burnett, treasurer, and W. H. Burton, secretary. Capital stock is \$50,000.

Choccolocco - Brick Works. - Jas. M. White, of Easton, Md., previously reported as contemplating the establishment of brick works, has purchased and will operate the brick plant of Drewry Bros., and will make improvements.

Clanton-Saw and Planing Mill .- O. A. Dukes will rebuild his saw and planing mill reported in this issue as burned.

Dadeville-Dummy Line.-The capital stock of the dummy line company previously reported as organized by B. F. Ponder, of Opelika, will be \$12 000.

Decatur-Brick Works.-The Moulthrop-Stephens Co. have enlarged their brick works to 75 M daily capacity.

Decatur-Iron Furnace.-A company is being organized by E. C. Gordon and others to put in operation the Decatur Charcoal Furnace & Chemical Works, previ usly men-

Decatur-Furniture Factory.-The First National and Exchange Banks have become owners of the plant of the Decatur Iron Bridge & Construction Co., and it is reported that the works will be changed into large furniture factory.

Demopolis-Oil Mill.-The Alabama Alliance Co. will establish a \$60,000 cotton seed oil mill. J. C. Webb can give partic-

Elba-Oil Mill and Fertilizer Factory .-The Farmers' Alliance contemplate the erection of a cotton-seed oil mill and fertil zer factory.

Ensley-Steel Plant. - The Tennesse Coal. Iron & Railroad Co. will, it is rumored. test the basic process of manufacturing steel, with a view to building a basic steel

Ensley-Ice Factory .- The Ensley Ice Manufacturing Co. has been incorporated by Fred. M. Jackson, F. N. D. xon and F. L Fike. The capital stock is \$10,000. Will build a factory.

Eufauls-Oil Mill and Guano Factory. The Eufaula Cotton-seed Oil Mills & Guano Factory have broken ground for their cotton-seed oil mill and guano factory, previously mentioned.

Eufaula-Oil Mill .- The American Cot ton Oil Trust (office, New York) will add new machinery to their cotton-seed oil mill preparatory to putting it in operation,

Eufaula-Ice Factory.-The Eufaula Coton-seed Oil Mills & Guano Factory, re ported in this issue, will also establish an ice factory. They will increase their capital stock of \$15,000.

Florence-Brick Works .- McGarry & Co. reported last week as building brick works, have formed the Florence Brick & Contracting Co.; capital stock \$25,000. Capacity will be from 40 to 50 M bricks daily.

Fort Payne-Railroad,-The Fort Payne Coal & Iron Co, will build a railroad to their new mines.

Fort Payne-Stoneware Factory.-Geo. Mayo, of Belfast, Me., and associates will establish a stoneware factory.

Fort Payne-Creamery.-The New England Dairy Co. has been organised with capital stock of \$10,000, and will probably uild a creamery.

Gadsden - Electric-light Plant. - The Gadsden Electric Light Co. will add another dynamo.

Greenville-Water Works .- A system of water works will be built. J. B. Porterfield can give particulars.

Huntsville-Railroad,-E. F. Corwell, New York, chief engineer Cincinnati, Alabama & Atlantic Railroad Co., has com menced making the final surveys for the road from Huntsville to Tullahoma, Tenn.

Huntsville-Turnpike,-The county co missioners have appointed Mr. Crosier prepare plans and specifications for the turnpikes previously mentioned. \$100,000 are to be spent.

Huntsville-Railroad -Efforts are being made to take the Tennessee & Coosa Railroad (office, Gadsden) out of the hands of receiver, in which case it will be extended

Jacksonville-Water Works,-The water orks will be enlarged and additional mains laid. J. O. Camp can give information.

Jenifer-Iron Furnace.-The Clifton Iron Co. are improving their iron furnace, putting in new boilers, &c.

Kymulga-Saw Mill.-A saw mill has been built near Kymulga.

Mobile-Saw Mill.-Geo. Feige will probably build a saw mill.

Mobile-Shingle Mill.-John G. Friend, of Pensacola, lately mentioned as prospecting with a view to building a shingle mill, has organized the Florida Shingle Co., and has ordered machinery for mill. Mr. Friend is president.

Montgomery-Railroad.-The Louisville & Nashville Railroad Co. (office, Louisville) will ballast their line to Decatur with rock

Montgomery - Railroad .- The Meridian & Tuskahoma Railroad Co. has been incorporated by Wm. F. Glover, J. W. Bunister, O. Ulmer and others, of Butler, The cap ital stock is \$100,000.

Northport-Publishing.-J. C. Lawrence has started a paper called the Breeze.

Rutledge-Railroad,-The estimated cost of the proposed Rutledge & Julian Rail-road, previously reported, is \$4,540.30. The distance is 3 miles.

Selma - Cotton-seed Oil Mills, - The United Cotton-seed Oil Co., E. H. Rawley, of Philadelphia, Pa., president, will, it is reported, establish a \$50,000 cotton-seed oil

-Water Works,-The Selma Water Co. have contracted for the extension of water mains into North Selma. The cost will be \$4 500.

Sheffield-Water Works,-The Sheffield Coal, Iron & Land Co. have organized a company to build new water works to cost \$100,000. Three pumps with a daily capacity of 4,000,000 gallons will be put in a stand-pipe 80 feet high will be built, and 13 miles of pipe in addition to what is now in use will be laid.

Stevenson-Railroad and Bridge.-The New Orleans syndicate represented by Chas. E. Levy, reported last week as purchasing 15,000 acres of coal land near Fort Payne, will, it is said, build a railroad from the mines to Stevenson, and a bridge across Caperton's ferry.

Sylacauga-Iron Mine.-A Birmingham company will, it is reported, develop iron ore on the property of Capt. Oden.

Talladega-Planing Mill.-A planing mill is being built by Williams & Orz.

Talladega-Cotton Factory.-The Farmrs' Alliance are investigating the feasibility of building a cotton factory.

Talladega-Brick Works.-Stone & Terry will establish brick works at Stoneington

Talladega-Furnace.-Another iron furace will, it is rumored, be built,

Troy-Bottling Works.-The Troy Iron Works will establish bottling works in co nection with the ice factory mentioned in

Troy-Oil Mill and Fertilizer Factory,-The Farmers' Alliance have formed a com pany with \$25,000 capital to build a cotto ed oil mill and fertilizer factory. Chapman can give particulars.*

Troy-Bagging Factory.-The Farmers Alliance will organize \$10,000 stock co pany to manufacture pine-fibre bagging. Frank Baltzell can give particulars.

Troy-Cotton Compress,-Chas. Hender son, L. M. Bashinsky and O. C. Wiley, reported last week as organizing a company to erect a cotton compress, have incorporated the Troy Compress Co., with a capital stock of \$75,000.

Troy-Gin.-L. Henderson will rebuild his ginnery.

Troy-Mill .- Folmar & Walden will rebuild their mill lately burned.

Troy-Shoe Factory .- The name of the company lately mentioned as being organ-ized to start a shoe factory is the Troy Shoe Manufacturing Co. Capital stock is \$15,000. L. E. Gellerstedt is president and M. W. Wright, secretary and treasurer.

Troy-Street Railroad,-A street or pole railroad to Elba is projected.

Tuskaloosa-Sewerage.-The city is receiving bids for the construction of a sewerage system. The mayor can give inform-

Tuskaloosa-Railroad.-A railroad will be built from Montgomery via Tuskaloosa to a point on the Kansas City, Memphis & Birmingham Railroad, a distance of 125 miles. \$90,000 has been subscribed to it by citizens. J. W. Woolfolk is interested in the proposed road.

Valley Head-New Town, Iron Furnace. &c .- A \$3,000,000 company has, it is reported, been formed to build a new town, erect an iron furnace, rolling mill, &c. liford, Peabody & Co., bankers, of Boston, Mass., are stated as interested.

Warrior-Coke Ovens.-Pearson & Co. will build 100 coke ovens. They are ex-

Zidonia-Saw Mill.-Z. Robertson will rebuild his saw mill lately burned.

ARKANBAR

Arkansas-Wood-working Factory.-Parties have leased a site opposite Memphis, Tenn., to build a wood-working factory.

Arkansas-Saw Mill.-Several large saw mills will, it is reported, be erected on the Mississippi river opposite Memphis, Tenn.

Clarksville-Coal Mine-A coal vein has been discovered at a depth of 130 feet. E. T. McConnell can give particulars.

Coal Hill-Coal Mine.-Stiewel & Co. 250 W. Markham street, Little Rock, co template enlarging the output of their coal Fisher—Shingle Mill.—The capacity of the shingle mill reported lately as to be started by Townly Bros. will be 50 M daily.*

Greenway—Planing Mill.—S. C. Lovelace, W. C. Cochran and W. W. Null will build a planing mill.

Greenwood—Coal Mines.—The Western Coal & Mining Co., previously reported, will commence operations shortly at Jenny Lind. The output will be about 800 tons daily.

Helena — Incline, Transfer, &c. — The Louisville, New Orleans & Texas Railroad Co. (office, Memphis, Tenn.), previously mentioned as to build an incline, transfer, &c., have incorporated the Louisville, New Orleans & Texas Railroad Co., of Arkansas, for that purpose. Capital stock is \$25,000.

Hope—Railroad.—A survey is being made for a railroad to Waldo.

Hope—Compress.—The Dallas (Tex.) cotton compress will, it is reported, be removed to Hope. D. P. Mahoney, Dallas, can give information.

Hot Springs.—Brick and Tile Works.—The Hot Springs Brick & Tile Co. has been incorporated by H. M. Woolman and others, to establish the brick and tile works previously reported. They have purchased machinery with a daily capacity of 40 M brick. Capital stock is \$10,000. M. A. Eisele is president.

Little Rock—Sand Mining.—The City Fuel Co. has contracted with Urie & Son, of Kansas City, Mo., for a dredge with a capacity of 8,000 yards of sand daily. They will mine sand.

Magnet—Saw Mill and Gin.—Dr. Hollman is preparing to rebuild at once his saw mill and gin reported in this issue as burned. Loss was \$2,500.

Pine Bluff.—The Pine Bluff Plumbing & Steam Heating Co. has been organized by N. Peay, J. Scott and Wm. Conway.

Prairie Grove—Railroad.—The Kansas City, Fort Scott & Southern Railroad has secured right of way to Robinson and a depot site.

Spadra—Coal Mines.—Stiewel & Co., 250 W. Markham street, Little Rock, contemplate enlarging the output of their coal mine.

PLORIDA.

Calhoun County—Railroad and Lumber Mill.—Northern capitalists are negotiating for the purchase of timber lands in Calhoun and Washington counties, and if they purchase will build a railroad to St. Joseph and erect a large lumber plant.

Disston—Railroad.—The purchasers of the charter of the Pinellas Belt Railroad have contracted to complete it within 12 months. It will extend from Popy's Bayon to Disston.

Kissimmee—Saw Mill.—C. Buckles, reported last week as building a saw mill, will also put in planing and shingle machinery.*

Middleburg—Machine Shop.—Montmollin & Armand will add the machine shop to their saw mill reported recently.*

New Smyrna — Railroad. — The New Smyrna & Ocean Beach Railroad Co. has been organized with a capital stock of \$25,000.

Oriando—Cold-storage Warehouse.—Arrangements have been consummated for the erection of the cold-storage warehouse lately mentioned. A \$50,000 stock company has been formed. The Refrigerating Construction Co., of Atlanta, Ga., will furnish the plant.

Palatka-Cotton Factory.-A cotton fac-

Pensacola—Glass Factory.—Efforts are being made by Andrew Lewis, of Roanoke City, Va., to secure the establishment of glass works.

Punta Gorda-Cigar Factory.-Mr. Barges and others will establish a cigar factory.

St. Augustine—Railroad.—The St. Augustine & North Beach Railroad Co. has been organized with Virgil Powers, of Macon, Ga., president; E. B. Waters, of Butler, Ga., vice-president, and C. W. Hendrick, secretary, and a capital stock of \$150,000, to build a railroad to the coast. Work will be commenced at once.

GEORGIA.

Americus—Railroad.—The Americus Investment Co. has increased its capital stock from \$350,000 to \$500,000, to facilitate the extension of the Atlanta & Florida Railroad to Cordele, and the Savannah, Americus & Montgomery to Savannah and Montgomery.

Americus — Electric Railroad. — The Americus Street Railway Co. has been organized with Jno. B. Felder, president; W. B. Harrold, vice-president, and W. E. Murphy, secretary, to build an electric railroad eight miles long. The capital stock of the company is \$50,000.

Americus.—John B. Felder, Henry R. Johnson and G. C. Scofield have organized the Lecton Park & Land Co. to deal in real estate. Capital stock is \$100,000.

Atlanta—Gas Works.—The United States Gas Light Co., of Philadelphia, has purchased the plant of the Atlanta Gas Co. and will enlarge same and lay additional mains.

Atlanta—Brick Works—W. D. Palmer and W. D. Pease, reported in last issue as receiving a five-year contract from the city for sewers and paving, have, with Jas. D. Collins, Wm. H. and S. H. Venable, incorporated the Collins Brick Co. with a paid-in capital of \$25,000 for the manufacture of bricks. The company will establish works with a daily capacity of 90 M bricks.

Atlanta—Cotton Mill, &c.—The Fulton Cotton Spinning Co., lately mentioned as increasing capital stock to \$250,000 and as purchasing the plant of Elsas, May & Co., and to manufacture flour bags, have changed their name to the Fulton Bag & Cotton Mills, and will increase capacity from 12,000 spindles and 430 looms to 30,000 spindles and 1,000 looms. They will enlarge their bleachery also and contemplate building dye works. Will build a large number of houses for employees. The improvements are reported to cost in all \$500,000.

Atlanta—Implement Works.—The Southern Agricultural Works have purchased new boilers for their works.

Atlanta—Cotton Mill,—The Exposition Cotton Mills will build an addition to their

Augusta—Dummy Railroad.—The Augusta & Wheless Railroad Co., previously mentioned as chartered to build a dummy railroad from the Georgia Railroad at Wheless station to Augusta, will organize soon.

Buford—Mining.—Silver ore has been discovered on the property of Wm. J. Worley & Co.

Carrollton—Planing Mill and Gin.—A planing mill and gin will be built by Brook & Aycock, of Whiterburg.

Cartersville—Mineral Lands,—The Dade Coal & Iron Co. has purchased the Ward iron and manganese property.

Columbus—Terra-cotta and Fire-brick Works.—Charles Philips contemplates starting the manufacture of terra-cotta and firebrick, and wants information as to quality of clay suitable.

Columbus—New Industries.—It is reported that if the Central Railroad Co. will lay a standard gauge track along the Columbus & Rome Railroad, several new manufacturing industries would be established.

Cordele—Barrel Factory.—The Palmer Manufacturing Co., of Charleston, S. C., lately mentioned as contemplating starting a barrel factory, have purchased a site and will erect a branch factory at once to employ more than 30 hands.

Dalton—Ice Factory.—E. O. Hurd, John Block and F. F. Hardwick will build a 5-ton ice factory. Etna Furnace—Iron Furnace,—The Etna Furnace Co, have let the contract to 'ebuild their charcoal iron furnace to A. C. S:uckey & Co., of Oxford, Ala.

Fancy Bluff-Tar Factory.- Ellis Brownhave started the manufacture of tar.

Forsyth — Canning Factory.— A s'ock company is being formed to start a canning and evaporating factory.

Forsyth—Cotton Factory.—There is talk of building another cotton factory.

Gainesville-Printing.-A new paper has been started by James I. Toner.

Gainesville—Stamp Mill, &c.—The Ivy Mountain Mining Co., lately reported as organized, have commenced gold mining operations. They have bought machinery for a 10-stamp mill.

Griffin—Oil Mill, &c.—W. B. Drewry, previously reported as with others organizing a stock company to build a cotton-seed oil mill, has, with W. J. Kincaid, J. D. Boyd, J. M. Brawner and others, incorporated the Middle Georgia Manufacturing & Improvement Co. to build and operate a cotton ginnery, cotton seed oil mill and refinery, guano factory, light and water works, and a street railway. The capital stock is \$25,000.

La Fayette—Brick Works,—The Lookout Coal & Clay Co. has been incorporated by M. A. Woodburn, J. G. Rowlings, Wm E. McCay and others for the mining of clay and coal and other minerals, the manufacture of brick, sewer pipes, press bricks, etc.; also to construct and operate railroads. The capital stock is \$50,000.

La Grange—Foundry and Machine Shop. The La Grange Cotton Mills will add a foundry and machine shop.

Macon.—The Georgia Mills have shut down for improvements. They will put in an engine and boilers of 100 horse-power and other machinery.

Macon—Machine Shops,—A Reynolds & Son will rebuild their machine shops reported in this issue as burned.

Madison—Chair Factory.—Messrs. Atkinson have purchased a chair factory at Chattanooga, Tenn., and will move it to Madison and operate it in connection with their basket factory.

McDonough—Railroad.—E. C. Machen, of Athens, contemplates building a railroad to Gibson via Eatonton, and is securing the right of way.

Rome—Iron Furnace.—Parties have made a contract to build a charcoal iron furnace of about 50 tons daily capacity. John J. Seay can give information.

Savannah - Fire Apparatus - The city will probably purchase two new fire engines and a Hayes truck and ladder.

Savannah—Cotton Mill.—The Savannah Cotton Mill Co., whose mill was reported last week as burned, will increase capital stock to \$100,000 and build an entire new mill.*

Savannah—Water Works, Ice Factory, &c.—John G. Butler, Henry Solomon, James H. Furber, William Kehoe and others have chartered the Tybee Artesian Water, Ice & Lighting Co., capital stock \$5,000, to build water works, ice factory and electric-light plant at Tybee Island.

Savannah.—The Bartow Investment Co. has been incorporated by De Witt C. Bacon and G. M. Bacon to conduct a real estate business. The capital is \$25,000.

RESTUCKY.

Beattyville—Saw Mill.—Hogg & Flannery, lately reported as to build a saw mill, will move their mill from Proctor.

Beattyville—Saw Mills.—Saw mills will, it is reported, be erected at St. Helens,

Beattyville—Brick.—Samuel Rice, of Richmond, has contracted to manufacture 500 M brick for the Three Forks Invest-

Casky—Flour Mill.—F. B. Hancock is making efforts to have a flour mill ouilt. A 30 or 50-barrel mill is needed.

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Harrodsburg—Distillery.—Jackson Vanardsdall, A. R. Mullins and L. N. Crigler have incorporated the Jackson Vanarsdall Distilling Co., with a capital stock of \$25,000.

Harrodsburg—Lake, &:.—The Springs Lake Co. has been incorporated by Wm H. Riker, N. L. Curry and others to deal in real estate and build a fish lake. The capital stock is \$2,500.

Hawesville—Railroad,—The Hawesville & Pellville Mineral Railway Co., previously reported as beginning the survey of their road, have increased their capital stock from \$150,000 to \$1 102,000.

Lewisport—Brick and Tile Factory.— The Southern Brick & Tile Factory has been started for the manufacture of bricks and tiling.

Lexington—Land.—The Belt Land Co. has been organized with Leslie Combs, president; Jno. R. Allen, vice-president, and J. S. Keller, secretary, to deal in real estate and secure the establishment of manufacturing enterprises. They have, it is stated, bought \$250,000 of land.

Lexington—Railroad,—The Belt Railway Co. has been organized with a capital of \$200,000 to build a railroad around the city.

Lexington—Twine Factory.—E. A. Hartshorn, president of the Cable Flax Mills, of Troy, N. Y., is endeavoring to organize a stock company to establish a twine factory.

Louisville—Saw Works,—The Commercial Club is endeavoring to secure the removal of Hubbard & Co,'s saw works from Pittsburgh, Pa., to Louisville.

Louisville—Bridge Works.—The Louisville Bridge & Iron Co. will soon rebuild their large works reported last week as burned. The loss was about \$150,000.*

Louisville—Railroad.—The Central Valley Railroad Co, will make a preliminary survey of their road at once. It will be 365 miles long, 150 of which will be in Kentucky.

Louisville—Natural Gas.—W. J. McConathy, Wm. J. Davis and J. B. Withers have incorporated the Black-Shale Gas Co. to bore for gas and salt water, quarry rock, clay and other minerals, and use natural gas as a fuel in making salt, cement, lime, glass and other articles. The authorized capital stock is \$1.000,000.

Louisville — Medicine Factory. — The Roy's Germicide Co. has been incorporated by Edward Peter, C. A. Roy, C. H. Bohmer and others for the manufacture and sale of Roy's Germicide and other medicine. The capital stock is \$24,000.

Louisville.—Negotiations are pending for the removal of asphalt works from Pennsylvania to Louisville. The Louisville Realty & Improvement Co. can give information.

Mayaville—Ice Factory.—The Mayaville Ice Factory have enlarged their factory to double its capacity.

Middlesborough— Railroad.—The Middlesborough Town Co., A. A. Arthur, Knoxville, Tenn., general manager, invite proposals looking to the building of a standard gauge belt railroad, about 12 miles long, to encircle the valley of Yellow creek and the town of Middlesborough.

Middlesborough—Machine Shops,—Machine shops will, it is reported, be established. The Middlesborough Town Co. can give particulars.

Paris—Machine Shops.—The Kentucky Central Railroad Co. (office, Covington), lately mentioned as to build new machine shops, have, it is stated, decided to erect them at Paris. Cost is to be \$200,000.

Paris—Mineral Lands.—The Eastern Kentucky Mineral & Land Co., reported last week as organised by J. O. Embry and others, contemplate developing mineral lands in Lee, Wolfe and Powell counties along the line of the Kentucky Union Railroad.

Pineville—Furniture Factory.—The Cincinnati Furniture Co, of Cincinnati, Ohio, have offered to remove their plant to Pineville for a certain donation.

Pineville—Factory.—A party has offered to establish a \$30,000 factory if given a bonus of \$5,000. If anything is done the Pineville Coal & Iron Co. can give particulars.

Pineville—Coke Ovens.—The Pine Mountain Iron & Coal Co. have contracted for the building of 500 coke ovens, previously mentioned.

South Carrollton — Quarry. — Smith & Waters are putting new machinery in their quarry.

Stamping Ground—Turnpike.—The White Sulphur & Stamping Ground Turnpike Co. has been incorporated to build a turnpike by S. B. Triplett, Wm. McCarty, L. L. Johnson and others, Capital stock is \$8,000.

Stephensport—Natural Gas.—Three companies are preparing to bore for natural gas.

A'exandria—Railroad.—The Fort Worth Construction Co., of Fort Worth, Texas, have commenced work on the proposed Red River, Sabine & West Texas Railroad, previously reported. They have contract for the construction of 40 miles.

Baton Rouge—Ginnery and Fertilizer Factory.—The Capital City Oil Mill Co., reported last week as to build a cotton-seed oil mill and as contracting for machinery, will erect also a large cotton ginnery and a fertilizer factory.

Baton Rouge—Electric-light Plant,—The Baton Rouge Gas, Electric-light & Power Co. has been formed, with a capital stock of \$60,000, by the consolidation of the Baton Rouge Electric-light & Power Co. and the Baton Rouge Gas Co. Are erecting their electric-light plant reported previously.

Concession—Sugar-house.—Mark Zunts has purchased a 3-roller mill for his Belle Chasse sugar-house.

English Turn—Sugar Mill.—Hon. H. P. Kernochsu has purchased a sugar mill and will erect it on his Scarsdale plantation.

Junior-Sugar Mill.-Mrs Agnes Dougherty has purchased a supplemental 2-roller mill for her Deer Range plantation.

Lawrence — Sugar-house, — H. C. Warmoth is erecting a large Yaryan apparatus at the sugar-house on his plantation. Capacity of house will be doubled.

Lockport — Sugar-house. — Lagarde & Bourg are building an extension of 70 feet to their purgery.

Louisiana—Timber Lands.—Morley Bros. of Marine City, Mich., have purchased 12,000 acres of cypress on the Gros Tete river.

New Orleans—Railroad.—The board of control of the New Basin canal and shellroad have offered for sale a franchise to build a street railroad down the canal.

New Orleans — Hosiery Mills. — The Southern Hosiery Mills have increased capital stock to \$30,000.

New Ocleans—Sugar Factory, &c.—The Belle Helene Planting Co., Limited, has been incorporated for the cultivation and manufacture of sugar-cane by H. P. Ousset, John G. Spor, John and Geo. B. Reuss. Capital stock is \$100,000. Will operate the Ashland and Bowden plantations, previously r ported.

Oliver—Sagar-house, &c.—Farmer, Oliver & Co. will repair their sugar-house, adding a 3-roller mill, bagasse burner and extra steam-power.

Plaquemine—Boiler Works, &c —Clark & McHale have established boiler and sheet iron works.

Plaquemine — Timber Lands. — Texas parties are negotiating for large tracts of timber lands.

Raceland-Sugar Mill, -Cha. S Mathews wilt probably put in a supplemental mill. West Baton Rouge Parish—Land.—H. F. Morley has purchased 5,000 acres of land in West Baton Rouge parish from Hon. E. J Gay for \$25,000.

Vidalia—Railroad.—The Union & Northwestern Railroad Co. has been organized to build a railroad from Vidalia via Monroe to Camden, Ark., and will have surveys made at once. Uriah Millsaps, of Monroe, is president, and W. N. Heard, Monroe, vice-president.

MARYLAND.

Baltimore—Sugar Refinery &c.—Robert Garrett & Sons, C. Morton Stewart, William S. Rayner, E. Levering & Co. and others are making efforts to organize a \$1,000,000 stock company to build a large sugar refinery with a capacity of 1,200 to 1 500 barrels per diem. Rufus Woods states that if this sugar refinery is built the old Merchants' Refinery (molasses) will be reopened by him.

Baltimore—The Southern Electric Co. has been incorporated by Jas. F. Morrison, D. Howard Tuxworth, Frank S. Marr and others for the manufacture of electrical machinery, erecting plants, constructing overhead and underground lines, etc. The capital stock is \$100,000.

Baltimore—Bernhard Berger will put a 38 horse-power boiler and engine in his brewery on Belvidere street, and D. E., Foote a 60 horse-power boiler and engine in oyster-packing house on Boston street.

Baltimore—Bridge.—The committee on bridges have decided to report in favor of the construction of an iron drawbridge over the Patapeco river, to cost \$80,000.

E licott City-Elevator.-The C. A. Gambrill Manufacturing Co. have commenced the erection of a 150 000 bushel grain elevator. It will be of wood, 72166 feet and 90 feet hich and covered with corrugated iron.

Hagerstown—Saw Mill,—The Interstate Fencing Co. has been incorporated by P. M. Mishler, Geo. A. Davis, J. D. Main and others with a capital stock of \$100,000. Will operate one saw mill.

Havre de Grace-Mill,-Mr. Larkin and Jas. L. Reed have rented the mill of John H. Orem on Swan creek and will add new machinery.

Great Falls—Gold Mining.—A company has purchased the farm of J. Walter Carroll, containing 60 acres, for \$20 000. Purchases will mine for gold.

Jarrettsville—Mica Mine,—C. W. Amoss is organizing a stock company to develop a mica mine on the farm of Mrs. E. K. Amoss.

Rockville—Asbestos Mine.—The asbestos mine near Rockville will, it is reported, be reopened by Washington capitalists. John S. Bounce, of Georgetown, D. C., can give particulars.

Rockville — Granite Quarry.—A granite quarry has been discovered on the farm of W. V. Bouic. He will develop same.

Salisbury—Saw and Planing Mills.—G H. Toadvine and Randolph Humphreys, of Salisbury, and Thomas W. Smith, of Washington, D. C., have chartered the G. H. Toadvine Lumber Co. They have purchased timber lands in North Carolina and are building saw mill at Elisabeth City, N. C., and will build planing mill. Plant at Salisbury will be moved to Elizabeth City.

Sykesville—Quarry.—W. F. Weller, of Granite, has leased the stone quarry of Fred. Lehman and will ge: out Belgian blocks. Will put in machinery later in year.

Washington, D. C.—The Columbia National Land Dredging Co. has been incorporated by Jos. K. McCannon, R. J. Fleming, Andrew M. Coyle and others to furnish cleaned sand and gravel for building purposes. The capital stock is \$100,000.

Washington, D. C.—Railroad.— The Gettysburg & Harrisburg Railroad Co. (office Carlisle, Pa.) are surveying for the proposed extension of their line from Round Top to Washington.

Westminster—Wagon Factory—The Hess Manufacturing Co. will probably enlarge their factory. MISSISSIPPI.

Greenville—Water Works.—The Delta Water Works, Sewerage & Gas Light Co., lately reported, have received a contract to furnish the city with water for 30 years. Will commence work at once on plant.

Handsboro—Saw Mill.—H. Linehurst will rebuild his saw mill reported last week as burned.**

Jackson—Land.—The Davis Land Co. has been chartered for the purpose of purchasing and improving 8,000 acres of land in Arkansas belonging to Jefferson Davis.

Jackson—Bagging Factory—The Farmers' Alliance Bagging Manufacturing Co. have decided to locate at Jackson their bagging factory, and have secured a building. The daily capacity is not to be less than about 5,000 yards.

Jackson—Electric-light Plant.—The Jenney Electric Light Co., will put in an incandescent plant at once.

Marion—Preserve Factory.—The Mississippi Nursery & Manufacturing Co., lately mentioned as chartered, will start a factory for making preserves, natural syrups, vinegars, &c. Are erecting building now.*

Meridian—Railroad.—C. W. Robinson, John W. Fewell, J. M. T. Hamilton and others have organized a company to build a standard guage railroad around the city. They will use 56-pound steel rails.

Vicksburg — Electric Railroad. — The Vicksburg Street Railway Co, have decided to operate their road by electric motors and are negotiating for such motors.

NORTH CAROLINA.

Alleghany County—Mining.—Operations will be resumed at the Peach Bottom Mines Ashe County—Copper Mine.—Operations are reported to be resumed at the Rich Knob copper mines.

Asheville—Tobacco Factory.—A stock company will be organized, it is reported, with a capital of \$25,000 for the manufacture of tobacco.

Asheville-Granite Quarry.-H. H. Posey will open a granite quarry.

Cabarrus County—Mining.—The Furr mine will be developed by a Baltimore company. They will sink the main shaft 150 feet and will erect steam hoist and pump.

Charlotte—Cotton Factory.—A company has been formed to build a cotton factory.

Charlotte—Oil Mill and Fertilizer Factory.—The Charlotte Oil & Fertilizer Co., reported last week as to build a cotton-seed oil mill and fertilizer factory and as contracting for machinery, have a capital stock of \$200,000.

Durham—Street Railway.—J. T. Mallory will receive bids for the extension of the Durham Street Railway, previously reported.

Elizabeth City—Saw and Planing Mills, &c.—The G. H. Toadvine Lumber Co., reported in this issue as incorporated at Salisbury, Md., have bought largely of timber lands and are building a saw mill, 40x120 feet, with daily capacity of 25 M feet. They will build also a large planing mill. Plant at Salisbury will be moved to Elizabeth City.

Hickory—Water Works.—The city will probably adopt some system of water works. The mayor can give information when anything is done.

High Point—Railroad.—A railroad to Kernersville is projected.

King's Cabins.— Mill.—L. E. Grabs & Sons are adding new machinery to their mills.

Kinston—Machine Shop and Foundry.— E. M. Hodges will build a new machine shop, about 25x100 feet; also erect a small foundry.*

Laurinburg — Railroad. — The Carolina Central Railroad Co. (office, Wilmington) have purchased steel rails for 25 miles more of their road.

Lumberton-Cotton Mill.—It is contemplated to raise \$50,000 to build the cotton Springs.

mill reported last week, Arthur C. Melke is interested.*

Lumberton—Oil Mill.—A cotton-seed oil mill is projected. If anything is done Arthur C. Melke can give particulars.

Monbo — Knitting Factory. — James Brown has, it is stated, started a knitting factory.

Morganton—Factory.—A stock company is being organized on the co-operative plan to start a factory.

Murphy—Timber Lands—It is rumored that a \$500,000 stock company is being formed to purchase and develop black walnut timber lands.

Murphy—Marble Quarries —It is reported that a \$1,000,000 company has been formed by Cincinnati (O) parties to extensively develop marble quarries and has commenced work.

New Berne—Dry-kilns.—D. Stimson, reported last week as to rebuild burned drykiln, had four kilns burned and will build six new ones.

Raleigh—Electrical Railroad.—The Raleigh Street Railway Co., previously mentioned as investigating the use of electricity as a motive power, have, it is said, decided on its adoption.

Reidsville—Tobacco Factory.—The Farmers' Alliance of Person county will build a tobacco factory.

Scotland Neck-Oil Mill.-W. N. Ritchie will build a cotton-seed oil mill.

Wadesboro-Cotton Mill.-A company is being organised to build a cotton mill.

Wilmington—Oil Mill.—M. Frank, of Columbus, Miss.; Geo. L. Baker, of Selma, Ala., and A. E. Thorston, of Atlanta, Ga., connected with the American Cotton Oil Trust, have organized a stock company, with a capital of \$250,000, to establish the cotton-seed oil mill previously mentioned. The capacity will be about 200 tons daily. Plans for buildings have been prepared and a 300 horse-power boiler and engine have been bought.

SOUTH CAROLINA.

Barnwell—Oil Mill and Fertilizer Factory.—The United Cotton-seed Oil Co. will build the cotton-seed oil and fertilizer factory to cost \$50,000, lately mentioned. E. H. Rawley, of Philadelphia, Pa., is president, and Michael Brown, Barnwell, vicepresident.

Charleston—Jetty Works—Colin McGrant and Geo. W. Egan, reported last week as lowest bidders for the jetty works, have been awarded the contract at \$213,550.

Charleston—Refrigerator Factory.—Geo. H. Edwards and John A. Voorhees have incorporated the Tropical Refrigerator Co., with a capital stock of \$25,000, for the manufacture of refrigerators and refrigerating cars.

Chester—Electric-light Plant.—It is probable that an electric-light plant will soon be erected.

Chester—Implement Factory.—A factory for manufacturing agricultural implements and farm machinery is to be started.

Columbia—Drug Factory.—The capital stock of the Wannamaker & Murray Co., reported last week as incorporated for the manufacture of drugs, etc., is \$100,000. Will build factory soon.

Columbia — Electric-light Plant, — The board of regents of the State Lunatic Asylum have let contract for the erection of an electric-light plant to the D. A. Tompkins Co., of Charlotte, N. C., at \$2,000. The Westinghouse system will be used.

Edgefield — Cotton Factory. — A stock company is being organized to start a cotton factory.

Florence—Artesian Well.—The council are corresponding with a view to having an artesian well sunk.

Gaffacy City—Railroad,—W. W. Thomas has surveyed a branch railroad to Limestone Springs. Greenville—Water Works, &c.—The city will probably build water works and a sewerage system. The mayor can give information when anything is done.

Greenville — Medicine Factory. — The Westmoreland Calisaya Tonic Co. has been organised by Dr. J. M. Westmoreland, Wm. C. Cleveland and W. H. Westmoreland, for the manufacture of Calisaya tonic. The capital stock is \$20,000.

Greenwood—Cotton Mill.—The company previously mentioned as being organized with W. L. Durst as president to build a cotton mill will have a capital stock of \$100,000.

Winnsboro—Oil Mill.—W. R. Doty, S. Cathcart, W. B. Creight and others are organizing a company to build a cotton-seed oil mill.

TENNESSEE.

Big Creek Gap—Coal and Iron Mines.— It is reported that arrangements are about completed for the development of the Big Creek Gap mineral lands. A road will be built, as previously stated, from Careyville to the mines, about 8 miles.

Brick Church—Gin and Corn Mill.—R. A. F. Jackson, reported last week as to put new machinery in ginnery, will build a new ginnery and erect a corn mill and grist mill.*

Bristol-Tobacco Factory.-H. E Graves is enlarging his tobacco factory.

Brownsville—Cotton Compress.—A stock company has been organized to erect a cotton compress.

Chattanooga—Furniture Factory,—Campbell & Co, will enlarge their furniture factory.

Chattanooga — Steel Plant.—The South Tredegar Iron Co. have purchased some new machinery and will shortly put their steel plant in operation.

Chattanooga.—The Union Land & Improvement Co. has been chartered by W. R. Hall, C. E. James, J. T. Cahill, J. T. Hill and John Thompson.

Clarksville—Flour Mill, &c.—John Hurst & Co. will not at present build the flour mill and elevator reported last week.

Cleveland — Cotton Factory.—A \$100,000 stock company is being organized to establish a cotton factory.

Columbia—Flour Mill.—The Columbia Milling Co., previously mentioned, have let contract for their flour mill to Edward P. Allis & Co., of Milwaukee, Wis., the capacity to be 250 barrels daily.

Dayton—Furnace.—The Dayton Coal & Iron Co. are repairing one of their furnaces.

Dayton-Woolen Mill.—There are prospects of a woolen mill being built.

Hathaway—Tram-road and Saw Mill,— F. L. Peck is extending his tram-road and will shortly build another saw mill with a daily capacity of 20 M to 25 M feet.*

Jackson — Railroad.—The Birmingham, Jackson & Kansas City Railroad Co. has made arrangements with an Eastern syndicate for the construction of that road.

Jellico—Coal Mining.—F. C. Richmond, D. D. Nicholas, Chas. Ducloux and others have incorporated the Jellico Mining Co. to develop coal mines near Jellico.

. Kedron—Saw Mill.—Nelson & Sanders will rebuild their saw mill lately mentioned as burned.*

Knoxville—Planing Mill and Box Factory.—D. R. Samuel & Son contemplate rebuilding their planing mill and box factory reported last week as burned.*

Knoxville-Public Improvements.—North Knoxville has decided by a popular vote to issue \$100,000 of bonds for public improve-

Liberty — Flour Mill.—A company has been formed to change Hale Bros.' mill to a roller mill.

McKenzie — Can Factory.—N. B. Life and David Walpole will build a factory for the manufacture of a patent oil can. Memphis—Railroad, &c.—The Louisville & Nashville Railroad Co. (office, Louisville, Ky.) have applied for permission to extend their tracks with a view to building a coal tipple.

Memphis — Ice Factory.—The Bohlen-Huse Ice Co. will enlarge and improve their factory at a cost of \$45,000.

Memphis—Water Works.—The Artesian Water Works Co. has purchased the Memphis water works and will issue bonds to complete their plant as previously stated.

Memphis—Elevators, &c.—The Hanauer Oil Works contemplate building elevators, hoists, warehouses and transfer tracks.

Nashville—Brick and Tile Works,—The West Nashville Brick, Tile & Terra Cotta Works will be improved by the addition of new machinery.

Newbern-Water Works.—It is contemplated to build water works. The mayor can give information when anything is decided on.

Newbern—Railroad,—The city has subscribed \$25,000 to the Missouri, Tennessee & Georgia Railroad,

Newport-Flour Mill.-J. H. Randolph will build a roller flour mill.

Paris — Medicine Factory. — A \$50,000 company will probably be formed to manufacture patent medicines.

Rogersville-Marble Mill.-W. D. Kenna, of Rogersville, and D. C. McKay, of Muskegon, Mich., will build a marble mill at once. Work at quarries will soon be started.

Sherwood—Lands.—Hon. H. M. Alger, of Michigan, has purchased 5,000 acres of coal and timber lands from Hon. C. D. Sherwood for \$8,750.

South Pittsburg - Factory. - A furniture factory will, it is rumored, be established.

South Pittsburg.—Timber Lands.—It is reported that Nashville parties have bought several thousand acres of timber lands near South Pittsburg.

South Pittsburg—Iron Mines, &c.—The Tennessee Coal, Iron & Railroad Co. contemplate operating their works and mines on a larger scale.

Stewart County.—Iron Mines,—An iron mine will be opened to furnish ore for the Nashville Iron, Steel & Charcoal Co.'s two charcoal furnaces at West Nashville.

Wallview—Coal Mines, &c.—J. C. Wall, previously mentioned as to form with Eastern capitalists a \$500,000 stock company to develop his coal mines, has, it is stated, sold his lands to a syndicate represented by W. E. Hudson. The syndicate have purchased in all about 63,000 acres of lands for \$540,000. They will develop coal mines, build coke ovens, railroads, &c. John P. Richardson, of Chattanooga, is said to be interested.

West Point—Iron Mines.—The Smith-Sharp Mining Co. has been incorporated with a capital of \$150,000 by Walter W. Smith, of Dayton, Ohio; Thomas Sharp, Wm. Morrow and others. They will commence operations at once and expect by August I to be shipping 500 tons iron ore daily.

Woodbury — Mining. — The Woodbury Mineral Co. has been formed to develop mineral lands. This is probably the company reported last week as formed by McFerrin, Jones & Co.

TEXAS.

Atlanta — Lumber Mills.— The Union Mills Lumber Co. has been organized,

Beaumont—Lumber Mill.—The Reliance Lumber Co., W. Wiess, president, has increased its capital stock to \$500,000.

Brownsville — Sugar-house. — G. Bruley has contracted for a 20,000-gallon Lillie double effect for his sugar-house.

Clarendon — Publishing,—R. B. Edgell has commenced the publication of the Traveler.

Colorado—Salt Works.—The Texas Salt Co. has been organized with Geo. E. Briggs, president, and W. S. Marshall, secretary. The capital stock is \$500,000. They will build the salt works previously mentioned.

Corpus Christi—Electric-light Plant, &c. J. H. Blumenthal will, it is stated, erect an electric-light plant; also put in a telephone system.

Dallas—Well.—W. J. Betterton, lately mentioned as to build an ice factory, will sink an artesian well.*

Dallas—Electric Railway.—The Queen City Electric Street Railway Co, have asked for permit to build an electric railway on certain streets.

Dallas.—The Dallas Land & Street Railway Co. has increased its capital stock to \$200,000.

Dallas—Railroad.—The Dallas, Pacific & Southeastern Railroad Co. will meet May 7 to issue bonds for completing and operating their road.

Dallas — Twine Factory.—The Dallas Cotton Mills have added a cotton twine factory.

El Paso—Mining.—The La Fortuna Silver Mining & Milling Co. has been incorporated with Hon. Chas. Soward, of Decatur, president; G. H. Day, of Fort Worth, vice-president; R. E. Montgomery, secretary. The capital stock is \$1,000,000.

Gainesville — Electrical Railroad.—The Fort Worth Loan & Construction Co., of Fort Worth, have bought the Gainesville Street Railroad. They will extend it to 10 miles in length and change to electric power.

Galveston.—Cold Storage.—The Victoria Refrigerator & Beef Co., of Victoria, Tex., will build a cold-storage warehouse.

Galveston—Cotton Mill.—Albert Weiss and others are organizing a \$500,000 stock company to build a large cotton mill. Company will organize as soon as \$300,000 are subscribed.

Galveston—Railroad.—The stockholders of the Galveston & Western Railway Co. will meet June 11 to increase the capital stock to \$500,000.

Galveston—Soap Factory—N. Meininger, lately reported as to build a soap factory, has formed a \$50,000 stock company. Machinery is ordered and factory is being built.

Handley—Railroad,—A rapid transit railroad through Eder Wells to Hurst Lake is projected.

Houston-Trunk Factory,-A Virginian contemplates starting a trunk factory.

Houston.—The Houston Land & Trust Co. has increased its capital stock to \$500,-

Houston—Creosote Works.—It is reported that the Southern Pacific Railroad Co. will about June I change their works to use creosote instead of chloride of zinc, as at present.

Houston—Oil Mill.—The Merchants & Planters' Oil Co., reported last week as to build a cotton-seed oil mill and as contracting for machinesy, has been chartered by T. W. House, William D. Cleveland, T. J. Boyles, E. A. Sewell and others. Capital stock is \$250,000.

Jefferson—Transportation.—W. B. Ward and others have incorporated the Jefferson & New Orleans Navigation Co., capital stock \$10,000.

Rusk — Street Railroad.—The Rusk & New Birmingham Street Railroad Co., reported lately as chartered to build a street railroad from Rusk to New Birmingham, will commence work at once. They may use electric power.

San Antonio — Electric Railway.—The nese on their lands. Fort Worth_Loan & Construction Co., of charge of the work,

Fort Worth, have purchased the San Antonio street car line and will operate it by electricity.

San Antonio -- Refrigerator. -- The Triumph Refrigerator Machine Co., capital stock \$50,000, has been chartered by L. S. Berg, H. D. Kampmann, G. F. Knox and W. J. Williams.

Sealey—Ice Factory.—H. D. Kampmann and L. S. Berg, of San Antonio, and A. F. Moeckel have incorporated the Sealey Ice Manufacturing Co. to build an ice factory. Capital stock is \$50,000.

Sherman — Cotton Mill.—The Grayson County Farmers' Alliance are thinking of building a cotton mill

Terrell—Street Railway.—A party has offered to build a street railway if granted a franchise.

Texarkana — Railroad. — Work on the proposed Kansas City, Texarkana & Shreve-port Railroad has commenced. Mr. Forsman can give particulars.

Tyler—Canning and Can Factory.—The Tyler Canning Co. will rebuild their canning and can factory, reported last week as burned. Loss was \$21,000.

Van Alstyne — Tramway. —The cotton yard company will build a tramway. Jno. Cameron can give information.

Waco—Water Works.—J. D. Bell, lately mentioned as to build water works, has contracted with the city to furnish water for fire purposes for 15 years.

Waxahachie—Bridges.—The commissioners' court has appointed Messrs. Dann and Hawkins as a committee to investigate the cost of erec'ing iron and steel bridges and to receive bids for erecting a number of bridges.

Weatherford —Well.—The Weatherford Water Works Co. are sinking an artesian well.

VIRGINIA.

Alexandria — Electric! Lighting. — The mayor will receive bids until May I for lighting the city by electricity.

Alexandria—Americanite Factory.—The Americanite Manufacturing Co. has been incorporated with Ammi A. Thomas, president, for the manufacture, use and sale of an explosive known as Americanite. The capital stock is \$300,000.

Bonsack's—Zinc Mines.—The Washington Zinc Mining Co., who will build zinc works at Lynchburg, as stated previously, have purchased machinery for the more effective working of their mines.

Buchanan-New Town.—A company with a capital of \$300,000 is being organized, it is reported, to build a new town. Capt. W. R. Beale can give information if correct.

Cave Rock—Iron Mines.—K. B. Stoner & Co. have opened and are developing iron ore mines.

Clifton Forge—New Industry.—It is reported a large manufacturing company are moving their plant from Pennsylvania to Iron Gate. The Iron Gate Land & Improvement Co. can give particulars if true.

Clifton Forge — Rolling Mill, &c.—A rolling mill, cotton-tie factory and tube works will, it is reported, be located at Iron Gate, near Clifton Forge. The Iron Gate Land & Improvement Co. can give information if true.

Danville — Box Factory. — Heidelbach Bros. have built a new tobacco box factory.

Farmville - Cresmery. - W. W. Jackson contemplates starting a creamery.

Fincastle.—The A. A. Woodson Real Estate Co. has been organized.

Green Forest — Manganese Mine. — The Buena Vista Co. will develop the manganese on their lands. C. F. Jordan will have charge of the work,

Hampt -Water Works .- The Hamp ton Water Co., reported last week as inco porated, will erect stand-pipe and se supply of water from gang wells. of main pipe will be laid

Harrisonburg-Ironing-board Factory. Wise & Bucher will start the manufacture of a patent ironing-board.

Ivanhoe Furnace,-Furnace,-The New River Mineral Co. are considering the build ing of another furnace, previously mentic

Liberty - Woolen Mill. - The Liberty Woolen Mill has been purchased by Wm. H. McGhee and others for \$17,000. They will form a stock company with a capital of \$40,000 to operate the mill.

Lynchburg - Machine Shop, &c.-The Lynchburg & Durham Railroad Co. are about to begin work on the engine-house and machine shop previously mentioned.

Norfolk-Silk Factory.-K. Anastasiader will start a silk factory.

Petersburg-Bark and Sumae Factory. George Campbell & Co., of Burkesville, have leased the old shops of the Norfolk & Western Railroad and will establish a bark and sumac factory.

Radford-Sash and Door Factory .- Sturdevan & French, of Mount Vernon, N. Y., are putting in the machinery for their sash and blind factory mentioned last week. Later in the year they will build a large factory.

Richmond - Tobacco Factory .- The T. C. Williams Co. has been chartered with R. S. Bosher, president; T. C. Williams, Jr., vice-president, and J. T. Parkinson, superintendent. The capital stock is \$400,000. The company will purchase and operate the plant of T. C. Williams & Co.

Roanoke-Cracker Factory.-Robert W. Bridges contemplates starting a steam cracker factory.

Roanoke-Pickle and Preserving Factory. Ralph Martindale, of Camden, N. J., contemplates establishing a branch pickling and preserving establishment,

oke -Railroad .- The parties mentioned in this issue as contemplating erecting a hotel on Mill mountain will build a railroad to same if erected. M. M. Rogen can give information.

Salem-The Carper Spark Conductor Co. has been chartered with C. O. Leary, president; W. Griffin, vice-president, and W. T. Younger, secretary, for the manufacture of a patent spark arrester and conductor to be used on locomotives. The capital stock is \$100,000.

Staunton — Bottling Works. — Allen & Shaw have started bottling works.

Staunton-Indicators.-C. L. Cooke, I. F. West and W. T. McCue have inco the Railway Station Indicator Co. for the manufacture of a patent station and train indicator. The authorized capital is \$50,-

Vesuvius-Iron Mines .- Steele, Pelter & Co. have contracted to furnish the Shenan doah Iron Co., of Milnes, 10,000 tons of

Wytheville -- Mineral Water, &c .-Pilot Ridge Bromide-Arsenic Spring Co. capital stock \$100,000, has been orga to bottle mineral waters, build hotel, &c. Frank S. Blair is president, and H. B. Maupin, secretary and treasurer.

Wytheville--Water Works .- The contract to build the water works for the city previously mentioned has been awarded to the Glamorgan Co., of Lynchburg, Va., at \$19 250. Will be completed in 90 days.

WEST VIRGINIA.

Bluefield - Car Factory .- A car factory will, it is reported, be established.

-J. B. Pemberton will receive bids until April 25 for paving several streets

Grafton-Bark Mill.-Curtin & Co. have established a bark mill.

Grafton-Car Shops -The Baltimore Ohio Railroad Co. (office, Baltimore) are building car and repair shops, 200x80 and 160x80 feet. Will employ 200 h

Grafton - Bridge .- The Taylor cour ourt, previously nentioned as contemplat ing building a bridge across the Tygart's Valley river, have decided to build an iron bridge to cost \$27,985.

Lewisburg-Water Supply.-A pipe well will probably be laid to a spring one mile from town to supply the town with water.

Parkersburg-Oil Refinery.-The Parkersburg Refining Co, has been chartered by B. J. Boreman, A. R. Barrett, R. H. Thon and others.

Parkersburg -Bridge,-The county will nold an election on May 21 to decide whether or not to issue \$80,000 of bonds to build the iron bridge over the Little Kanawha river, previously reported.

Parkersburg - Sewerage System - Th city will build a sewerage system, and a bid for its construction has been received. The mayor can give particul

Ringwood - Railroad .- The West Virginia & Pennsylvania Railroad Co, has been incorporated with a capital stock of \$500, 000 by G. W. L. Marsden, of Philadelp W. M. O. Dawson, P. J. Crogan and M. B Squires to build a railroad from Rowlesburg to the Pennsylvania State line, Surveys have been made and work will soon be

St. Mary's-Flour Mill.-R. H. Browse has purchased the St. Mary's flouring mill will operate same

Thornton-Brick Works,-A stock com pany is being formed for the manufacture of bricks. J. C. Painter & Bro. can give in

Volcano-Saw Mill.-Nelly & Feick, of Princeton, has started a saw mill.

Wellsburg-Box Factory.-W. H. Tvers is starting a factory for manufacturing light wood and paper boxes. Has leased three story building 50x50 feet, with 16x50-foo

Wellsburg-Gas Works,-The Royal Gas Co. have purchased the plant of Wellsburg Gas Co.

West Virginia,-Coal Mines and Railroad.-The Cannelton Coal Co. have borrowed \$400,000 to be used in developing their property, building a railroad, &c.

Wheeling - Pottery Works .- The Warwick Pottery Co. will enlarge their works.

Wheeling - Macadamizing. - Chas. C. Woods will receive until April 30 proposals for macadamizing, excavating, filling, masonry, bridge trestling and other work on county roads

BUILDING A \$2,000,000 HOTEL AT TAMPA TAMPA, FLA., April 11, 1889 .- Within the last three months two cigar factorics, with a combined capacity of 78, 000,000 cigars annually, have been erected and are in operation. Other factories will probably be erected this summer. Mesars. V. Martinez, Ybor & Co. have just finished a 40-foot addition to their brick factory. Tampa has also two saw and planing mills, which have been running night and day ever since October last, and still unable to supply the demand for lumber The output of lumber for 1888 was several The magnificent fire-proof million feet. hotel being built by the Plant Investment Co. is being rapidly pushed to completion and one wing at least will be ready for occupancy during the coming season. It will be the largest hotel in America, and the only strictly fire-proof hotel ever built, erial being brick, stone, steel and glass Its estimated cost when completed will reach, if not exceed, \$3,000,000

MAYOR

New Southern Banks

Albany, Texas.-The Oklahoma Natio Bank, capital \$50,000, has been organise with George J. Reynolds as president. Will do business at Oklahoma City.

Anderson, S. C .- The Farmers & Mer chants' Bank has been organized with \$50, 000 capital, R. S. Hill is president; W. W. hreys, vice-president, and W. F. Cox,

Atalla, Ala .- William H. Magness, of McMinnville, Tenn., is organizing a national bank.

Bainbridge, Ga,-The Bank of Bain bridge, capital \$50,000, has been organised with J. R. Crawford as president.

Baton Rouge, La.-The Bank of Bato Rouge has been organized with W. J. Knor as president, and O. B. Steele, vice-president. Capital is \$50,000. Will cos business by June 1.

Birmingham, Ala.-The City Natio enced business. Capital is \$500,000. Joseph Hardie is president, and Marie Lewis, cashier.

Beaumont, Texas,-The First National Bank, capital \$100,000, has been organised. V. Weiss is president; W. A. Fletcher, vicepresident, and I. H. Alney, of Galvestor

Bellevue, Ky .- The Home Savings & Loan Association has been organized by T. F Bevland and others. Capital is not to exceed \$500,000.

Bowie, Texas .- The Bank of Bowie, capital \$20,000, has just commenced business T C. Phillips is proprietor.

Stephenville, Texas,-The First National Bank is being organized. C. J. Shapard will be president.

Brunswick, Ga .- A dime savings bank has

Chattanooga, Tenn.-N. E. Barker, of Haven, Conn., is arranging to start a savings bank. He will secure a charter and start with \$50,000 capital.

Columbia, S. C .- The Palmetto Loan & Savings Association has been incorporated with \$25,000 capital.

Columbia, S. C .- Walter Taylor, W. I. Gibbes and others have organized the Palmetto Loan & Savings Association, capital stock \$25,000.

Columbus, Ga .- The Columbus Savings Rank has commenced business. G. Gunb Jordan is president, and James A. Lewis vice-president.

Commerce, Texas,-The Commerce National Bank, capital \$50,000, has been organized. W. A. Dabbs, banker, of Sulphur Springs, is president; C. J. Hurdley, vice president, and Charles B. Jones, cashier.

Dawson, Ga .- J. W. Wooten will start a private bank about August 1.

Dawson, Ga.-A national bank of \$50,000 capital is being organized.

Dublin, Texas .- A bank with \$50,000 capital has been organized, Favetteville, N. C .- The Fayetteville

Savings Bank is being organized. Fayetteville, Tenn.-A bank is being or-

Fort Gaines, Ga .- The Pataula National

Bank is being organized. Henrietta, Texas,-The Farmers' National

Bank is being organized. Honey Grove, Texas .- A \$100,000 bank

has been formed. Lonaconing, Md .- John Douglas, Sr., and

others are organizing a savings bank. Lonoke, Ark .- A bank is to be start

Loudon, Tenn.-The Bank of Loudon is being organized.

Louisville, Ky.-The Germania Savings

& Homestead Fund Co., capital stock \$1,-000,000, has been organized with George Batterman as president.

Madison, Ga.-A State b

Marion, S. C .- A bank is reported to be arted so

Nashville, Tenn.-P. P. Pickard, S. A. Champion, E. W. Cole, J. B. Hancock and others have chartered the Capital City Bank, capital \$500,000. Business will be

Newton, N. C .- H. R. Kenyon is organ izing a bank.

Orangeburg, S. C.—The Edisto Savings Bank has been chartered. Capital is \$15,0 and will probably be increased during May

St. Matthew's, S. C .- The St. Matthew's Savings Bank, capital stock \$15,000, has been incorporated.

Orlando, Fla. - Dr. J. S. O'Donnell, banker, of Stockton, Kansas, offers to take majority of stock in a \$50,000 bank.

Owensboro, Ky.-The Owensboro National Bank has commenced business, Capital is \$125,000.

Radford, Va .-- A bank will be started by W. E. Hubbert, of Blacksburg, and W. P. Francis, of Marion

Richmond, Va.-The Brokerage & Exchange Bank has been organized with M. M. Rogers as president and M. C. Thomas, vice-president. Its capital stock is to be not less than \$50,000 nor more than \$250,000.

Roanoke, Va.-The National Exchange Bank is being organized by T. T. Fishburne

Sterling, Ky .- The Farmers' National Bank will on July 4 change to a State bank to be known as the New Farmers' Bank Capital will be from \$250,000 to \$500,000.

Stevenson, Ala,-A bank is to be started. Suffolk, Va.-The First National Bank is being organized. Capital will be \$50,000.

Tupelo, Miss.-The capital stock of the of Tupelo has been increased to \$80,000.

Van Alstyne, Texas.-The City Bank of Sherman, Sherman, Texas, will start a branch.

Vernon, Texas. -A. M. Britton and Mr. omax, of Fort Worth, will organise a national bank. Capital is to be \$100,000.

Wesson, Miss .- E. W. Duncan, banker, of Dubuque, Ia., will start a bank,

Winona, Miss.-A private bank with \$25,000 capital has been started by Purcell & Hawkins

Yorkville, S. C .- The Yorkville Loan & Savings Bank, capital \$60,000, has been organised.

WILL BUILD SHINGLE AND SAW MILL-FORT WORTH, TEXAS, April 2, 1869 .-Wm. Cameron & Co., Waco, Texas, intend to put in shingle and saw mill machinery in State of Louisiana Cameron & Rassett, El Paso, intend buying boring well machinery, to be used in boring for water on their property at El Paso, for irrigating purposes. Mr. Bell, of Waco, Texas, h a flowing well 1,825 feet deep, and will build water works in Waco

WM. CAMEBON.

TO BUILD IMMENSE SHINGLE MILL MOBILE, ALA., April 6, 1889 - We will rebuild our shingle mill at once, and will this time put up the finest shingle mill in the country, with capacity for cutting from 400 M to 500 M daily, and kiln facilities for drying same. We have placed our orders for nearly all of the machinery. We expect to have every known improvement in shingle machinery.

J. D. CAMERON & SOME

CONTEMPLATE BUILDING ICE FACTORY -Dallas, Texas., April 8, 1889.-I thinking of building ice factory at this Shall also want machinery for point. sinking artesian wells.

W. J. BETTHETON.

Building Notes.

Aberdeen, Miss,—The Methodists will build a church 110x68 feet to cost \$12,000 T. B. Sykes can give particulars.

Alexandria, La.—The Rapides Bank will erect a new bank building.

Anderson, S. C.—The Baptist Church will remodel their church at a cost of \$9,000.

Anniston, Ala.—Larned, Eddy & Co. will build a warehouse at South Anniston.

Anniston, Ala.—John W. Noble has let contract to erect the school building at West Anniston, previously mentioned, to Allen & White. It will cost about \$10,000.

Arkansas.—A Kansas City (Mo.) company will erect a grain elevator opposite Memphis, Tenn.

Arkansas City, Ark,—Hotel,—A hotel will be built by the Kentucky & Arkansas Land & Construction Co.

Asheville, N. C.—The Young Men's Christian Association is raising a fund to purchase a site for a \$15,000 association building. It is to be three stories.

Ashland, Va.—A 50x-70 foot building will be erected at the Randolph-Macon College. Peter Bowles is contractor.

Austin, Tex.—A. P. Wooldridge will receive bids for the completion of the central portion of the State University building, until April 30,

Baltimore, Md.—H. M. Reinhardt will erect 5 three-story buildings on Park avenue; George Bunnecke, 5 two-story houses on Sheppard alley; W. S. Black, 3 three-story houses on Charles street; E. W. Gorman, 19 two-story houses on Bradford alley; Wm. Butaler, 5 three-story brick houses on Federal street and 6 on Guilford avenue; James H. McAfee, 7 three-story brick houses on Lanvale street and 11 on St. Paul street; E. J. Gallagher, 3 two-story brick houses on Dillon street, and W. L. Stork, 6 three-story brick houses on Eutaw Place.

Baltimore, Md.—S. Kann, Bros. & Co. have let contract for a four-story business house 50x125 feet on South Broadway.

Baltimore, Md.—The Women's College will build a hall to cost about \$30,000 Plans will soon be prepared. Rev. John F. Goucher can give information.

Birmingham, Ala.— The contract for building the new jail previously mentioned has been let to T. C. Thompson at \$44.963.

Blossom, Texas.—Hotel.—A brick hotel will, it is reported, be built.

Caldwell, Texas.—Hunter & Johnson, of Colorado City, have received contract for the erection of the courthouse previously reported at \$30,000.

Charleston, S. C.—The contract for work on the basement and area walls of the new postoffice building has been awarded to Lane & Malnate, of Washington, D. C., at \$10.055.

Charleston, S. C.—The Young Men's Christian Association have rejected all bids for the construction of their building, previously mentioned, and will have plans altered. Mr. Faulk, of New Castle, Pa., is architect.

Charlotte, N. C.—Hotel.—A passenger elevator will be put in the Buford House, reported last week as to be enlarged. The improvements will cost from \$20,000 to \$25,000.

Chattanooga, Tenn,— The Park Place Presbyterian Church will erect a new church. E. P. Searle can give information.

Chattanooga, Tenn.—A hospital to cost \$50,000 will be built. Dr. Baxter can give information.

Clifton Forge, Va.—Hotel.—The Iron Gate Land & Improvement Co. contemplate building a hotel at the new town of Iron

Columbus, Ga.-Chancellor & Pierce will

erect two business houses four stories high and 130 feet in depth, with an iron and glass front.

Covington, Tenn.—The Douglas Operahouse Co. has been chartered by A. J. Douglass, John R. Sloan and others to build an \$8,000 opera-house.

Dallas, Texas.—Hotel.—Randall Bros. will build a three-story hotel 50x100 feet on Pacific avenue.

Dallas, Texas, — Depot, — Work on the new depot for the Missouri Pacific Railway Co. has commenced. A roundhouse will also be built.

Dallas, Texas.—Depot.—The Missouri Pacific Railroad Co. have broken ground for their new depot.

Decatur, Ala,—Plans are being made for a Methodist church to cost \$5,000. Contract has been let for a new Methodist church in South Decatur, and a Presbyterian church will be erected in New Decatur.

Douglasville, Ga.—The Methodists will build a new church.

El Paso, Texas.—McCarthy & Baldwin, of Washington, D. C., were the lowest bidders for the erection of the superstructure of the United States courthouse and postoffice. Their bid was \$126,000.

Elizabeth City, N. C.—The county commissioners have purchased a site for a new jail and will receive bids for the construction of same.

Emory, Va.—The Byan House at the Emory College, reported in this issue as burned, will be rebuilt. Loss was about \$6,000.

Fort Worth, Texas.—The Fort Worth Grocery Co. has contracted for the erection of a three-story business house 75x100 feet to cost \$22,000.

Fincastle, Va.—Hotel.—There is talk of a stock company being organized to build a large hotel.

Fort Payne, Ala.—Hotel.—The contract for building a hotel has been awarded to C. E. Van Houton.

Fort Worth, Texas.—The city is considering the erection of a \$40,000 high-school building. Mayor can give information.

Fort Worth, Texas.—Peter Smith will erect a 50-foot two-story building.

Fort Worth, Texas,—James W. Swayne, William Capps, S. B. Cantey, J. E. Johnson and C. M. Crane will build the natatorium mentioned last week, and have incorporated as the Artesian Water Co. It will be of brick, three stories, 95x100 feet. Smith & Bardon are the contractors.

Fort Worth, Texas.—Smith & Bardon will erect a three-story (50x95 feet) glass front building.

Gainesville, Ga.—The city has purchased a site for a city hall, engine-house and other buildings. The mayor can give particulars.

Greenville, Miss.—The Greenville Operahouse Association have accepted the plans of Martin & Chamberlain, of Memphis, Tenn., for the opera-house previously reported. The cost will be about \$28,000,

Greenville, S. C.—The county commissioners have accepted the plans of McDonald Bros., of Louisville, Ky., for the \$15,000 jail previously reported. Bids will soon be advertised for.

Greenville, Miss.—The Goldsmith Cotton
Co. will build a warehouse, 90x170 feet, two
stories, to cost \$20,000. Contract will be
let shortly.

Greenwood, Miss,—R. Hicks will receive specifications and bids until June 3 for the erection of a county jail.

Griffin, Ga.—The Griffin Building & Loan Association has been organized with Dr. T. E. Drewry as president and J. P. Nichols, accretary.

Harmony Grove, Ga.—Dr. E. S. Lyndon building the hotel on Mill mou has contracted to build an \$5,000 academy. \$50,000, previously mentioned.

Harrison, Ark,—The board of directors of the Harrison school district will build a \$10,000 schoolhouse.

Houston, Texas.—W. L Foley is preparing to erect a large building.

Knoxville, Tenn.—Stephenson, Getaz & Co. have received the contract to erect the large building for McTeers, Payne, Burger & Hood, reported last week; also bank buildings at Knoxville and Athens.

Knoxville, Tenn.—H. B. Branner is preparing to erect a three-stery brick building to cost \$25,000; R. S. Payne is arranging to erect a five or six-story office building to cost about \$30,000 or \$40,000; Cooley Bros. have the contract to build five brick houses for M. L. Ross to cost \$20,000.

Ladonia, Texas.—A building and loan association has been organized with C. W. T. Welden, president; Geo. C. Henderson, treasurer, and R. L. Daniel, secretary.

Lauren, S. C.—The city has purchased a site for a fire-engine house, station and market-house. Mayor can give particulars.

Leesburg, Va.—The Loudon County Market Co. has been incorporated with a capital stock of \$25,000. A produce exchange will probably be erected at Washington, D. C.

Lexington, Ky.—Depot.—The citizens have offered to donate a site worth \$25,000 to the Louisville & Nashville Railroad on condition that the road will erect a union depot to cost not less than \$75,000. The proposition will probably be accepted.

Lewisport, Ky.—The Methodist and Presbyterian Churches will build new churches

Little Rock, Ark.—The State Insane Asylum will be enlarged at a cost of \$80,000.

Little Rock, Ark,—T. B. Martin will erect a \$10,000 building.

Louisville, Ky.—Depot.—The Chesapeake, Ohio & Southwestern Railroad Co. will commence work shortly on their new depot, previously reported. The estimated cost is \$150.000.

Louisville, Ky.—First Presbyterian Church will build a new church.

Melrose, Fla.—Hotel.—The Bay View Hotel of M. L. Lamdin is reported as sold to parties who will enlarge.

Memphis, Tenn.—W. A. Bickford will build a four-story brick storehouse to cost \$15,000.

Morristown, Tenn.—The Methodists will build a new church. Beaver & Hoffmeister, of Knoxville, are the architects.

Mount Dora, Fla.—J. P. Donnelly will build a \$10,000 hotel.

Mt. Sterling, Ky.—Louisville capitalists will, it is reported, build a tobacco ware-

Nashville, Tean.—The Union Stockyards Co, reported lately as to rebuild their stockyards destroyed by fire, have let contract to Bowers Bros. at \$22,000.

New Orleans, La.—The contract for reconstructing the roof of the custom-house building has been let to Andrew Downey, of New Orleans, at \$136 538.

Norfolk, Va.—Batchelder & Collins will rebuild their warehouse, reported last week as burned. R. W. Santos & Co. will also rebuild.

Pewee Valley, Ky.—Hotel.—A hotel will probably be built.

Piedmont, Ala,—Hotel,—A hotel will be built.

Quitman, Ga.—Hotel.—The name of the company reported last week as being organized to build a hotel is the Quitman Hotel Co. Cost will be about \$15,000. R. C McIntosh is interested.

Radford, Va.—Hotel.—Bondurant, Crawford & Co. have the contract for the hotel previously mentioned.

Roanoke, Va — Messrs, Lupton and Watkins, of Chattanooga, Tenn., in conjunction with M. M. Rogers and others, contemplate building the hotel on Mill mountain, to cost \$50,000, previously mentioned. Savannah, Ga.—The Young Men's Christian Association will erect a building, and have appointed a committee to select a site.

Savannah, Ga.—Andrew Hanley will erect a large brick building, and J. A. Douglas, D. Hogan and the Lovell estate will replace their buildings burned in the late fire.

Savannah, Ga.—The Volunteer Guards Battalion will erect an arsenal building to replace one burned last week.

Savannah, Ga.—The Odd Fellows, reported last week as to rebuild their burned hall, will have plans prepared at once. It will probably be three stories. T. A. Asken can give information.

Savannah, Ga.—The contract for building the courthouse for Chatham county, previously reported, has been awarded to Frank Goodwin, of Decatur, Ala., at \$72,400.

Shepherdstown, W. Va.—A new town hall will be built.

Southern Pines, N. C.—It is rumored that a company has been formed to purchase the property of the Southern Pines Improvement Co. and build a large sanatarium.

St. Mary's, W. Va.—The Ohio River Railroad Co. (office, Parkersburg) has purchased a site on which to build a depot. An incline will be built also.

Takoma Park, D. C.—The Episcopalians will erect a new chapel. Hornblower & Marshall are the architects,

Tavares, Fla.—The contract for the erection of a new courthouse has been let to the Pierce & Torry Investment Co., of Orlando. It will be 45x70 feet.

Thomasville, Ala.—W. L. Henderson is organizing a company to build a cotton storage warehouse.

Troy, Ala,—The Farmers' Alliance of Pike county will build a \$10,000 warehouse.

Tuskaloosa, Ala.—A \$10,000 schoolhouse will be built. School trustees can give par-

Van Alstyne, Texas.—The City Bank, of Sherman, will erect a bank building.

Vernon, Texas.—A. M. Britton and Mr. Lomax, of Fort Worth, will erect a twostory brick building, 30x100 feet.

Walesca, Ga-Hotel.-A. M. Reinhart, of Atlanta, will build a hotel to contain 20 rooms.

Washington, D. C.—Geo, S. Cooper will remodel the Chain Building at a cost of \$30,000.

Washington, D. C.—The addition to the High School, previously reported, will be 74x104 feet and cost about \$40,000. Bids will be invited shortly by the District Commissioners.

Washington, D. C.—Clift & Farmington will build two brick dwellings to cost \$7,000; A. Richards, 4 brick dwellings to cost \$13,000; C. W. Curtis, 4 brick dwellings to cost \$13,000; Wm. Ballantyne, 2 two-story houses to cost \$13,000; C. M. Matthews, a three-story brick dwelling to cost \$5,000; F. A Harding, a \$6,000 brick dwelling; Saml. Fowler, 3 brick stores and dwellings to cost \$10,000, and Dr. C. A. Max Wichle, a \$20,000 brick dwelling.

Waycross, Ga.—Mr. Guma, of Thomasville, is preparing plans for a three-story opera-house, 60x90 feet, for the Waycross Opera House Co.

Wheeling, W. Va.—Jere A. Miller will erect three four-story buildings,

Wheeling, W. Va.—McCarthy & Baldwin, of Washington, D. C., were the lowest bidders for the altering of the public buildings. Their bid was \$22,700.

Wheeling, W. Va.—The Standard Iron Co. will erect a new warehouse 140x50 feet, three stories high, of brick and iron. Stobbs & Moore have contract for the stone work; James Crossley, lumber and carpenter work,

SUPPLEMENT

Owing to the heavy pressure on our columns at the last moment for space, we have been compelled to insert this four-page supplement, the pages of which are not numbered in accordance with the balance of the paper.

Wonderful Industrial Activity.

The ever-widening circle of industrial activity is spreading to almost every village and town throughout the South. No one can fully appreciate the magnitude of the present developments in the South unless in a position to watch the organization of every new enterprise from Maryland to Texas from the day it is first talked of until it becomes finally established as another wealth-creator for this section. The MAN-UFACTURERS' RECORD has done this for years, and week after week it has told first of the planning of every new factory, and then of its construction (if finally carried out), and never before has it been able to chronicle such a marvelous tale of progress as it is now weekly reporting. It has been the boast of the South that its own men and money have accomplished the largest proportion of its industrial development, but the flow of capital and the rush of men of energy and brains from the North and West Southward is now so great that it is almos: difficult to say whether the South or New England will take the largest share in the future development of this section. It looks now as though New England is to pour its energy and capital into the South, as it has for years into the West, and it was New England money largely that enabled the West to astonish the world by its wonderful growth. Last week we told of what a \$5,000,000 New England company was doing at Fort Payne, Ala., and now comes another \$3,000,000 company from the same section to build another industrial town bua few miles from Fort Payne, while over one hundred leading capitalists from the same section are to-day on their way to Texas to make heavy investments there, and all through the South others are now "spying out the land" to see where to place their money. The week has been a very active one. Sixty-three thousand acres of mineral and timber land near South Pittsburg have been sold for upwards of \$500,000, to be developed on a large scale. An Atlanta cotton mill, now running 12,000 spindles and 400 looms, will spend \$500,000 in enlargements and new machinery, giving it 30,000 spindles and 1,000 looms, while another mill in the same city will also be enlarged. In Western North Carolina a \$1,000,000 company has been formed to develop marble quarries and a \$500,000 company for lumbering operations, having, it is claimed, purchased 40,000 black walnut Texas preliminary operations have proved so successful that a \$500,000 salt manufacturing company has been organized. Six more cotton-seed oil mills have been organized, making, with those reported last week, twelve new mills in two weeks to he built at a cost of about \$1,000,000, while there is a report of a \$2,000,000 company having been formed in Philadelphia to build oil mills in different parts of the South. There is in fact a rush into this business all over that section. A new town in Virginia has secured the location of a rolling mill and probably of iron pipe works also, comes up with a 40-ton furnace, At West Point, Tenn., a \$150,000 iron ore mining company has been formed. Basic steel works are reported to be started in Alabama by the Tennessee Coal, Iron & all they desire."

Railroad Co., and steel works in Chattanooga long idle will be put into shape an started up. Diversified industries of all kinds, cotton mills, ice factories, woodworking factories and other enterprises are numerous, as the special reports to the MANUFACTURERS' RECORD show, while in the building of fine and costly hotels, than which there is no better sign of progress, there is no end. Almost the first thing started in every new town is a big hotel, and the old towns and cities are rapidly falling into line, and soon the South will be noted for its magnificent hotel accommodations.

WILL REBUILD SAW MILL - MISSISSIPPI CITY, MISS., April 13, 1889.- My mill was totally destroyed by fire on 5th inst. shall rebuild. Shall be compelled to buy machinery. Cannot say as to exactly H. LIRNBURET. what kind.

NEW DRY-KILNS-NEW BERNE: N. C. April 11, 1889 -I lost four Boston blower kilns by fire on the 4th inst. I expect to rebuild at once Will put up six kilns; four of them will probably be Boston blower, and have not decided what the others will be. D. STIMBON.

NEW HOTEL FOR TALLADEGA-TALLA-DEGA, ALA., April 0, 1889.-A hotel will be built by stock company of \$40,000 capital, and under management of a Mr. McLean, of Springfield, Mass. Work on building will begin in 30 days.

TALLADEGA L. & I. Co.

WILL REBUILD MACHINE WORKS NASHVILLE, TENN., April 11, 1889 - Will rebuild at once. Want complete equipments for foundry, machine shops, sheet metal work, steam-heating and pipe work Have rented shops for temporary use un'il we can rebuild our plant.

TERN. RANGE MFG. Co.

COTTON FACTORY TO BE BUILT -SCOT-LAND NECK, N. C., April 4, 1889 .- We will start a factory here this fall. \$25,000 are made up. Will want 2,000 spindles in August, more afterwards. Will need power to run 4,000 spindles. Will go to work on building in 30 days I individually want machinery for making cotton-W. N. RITCHIE. seed oil this fa l.

WILL BUILD ANOTHER SAW MILL-HATHAWAY, TENN, April 11, 1889 — I have in operation one mill and three miles of tram-road and am extending same Expect to build another mill during the season of about same capacity of present one -20,000 to 25,000 per day. Am in want of a locomotive of about 5 tons weight to run on tram road, now operated by mules. F. L. PRCK

SAW MILL AND MACHINE SHOP-MID-DLEBURGH, FLA , April 7, 1889.—We have just erected a saw mill, all the equipments for which we have not yet purchased. We propose having a machine shop in connection with our establishment, and will be in the market for supplies and machinery In our saw mill we intend making a specialty of the finer hardwoods, such cherry, curly pine, etc., as there is quite a supply of it in our locality.

MONTMOLLIN & ANNAND.

LOUISVILLE, -Messrs, Geo, H. Huli "The market is in peculiar & Co. write: condition, and it is thought a decided change, either for the better or worse, must take place soon. At present prices furnaces cannot continue to make iron, and claim that unless a change takes place it will be wise for them to blow out. The sales during the past week show no improvement, and some offerings show a tendency to further decline. There has not been very much iron placed during the past week, buyers having bought The Acme of Rapid Transit.

A Possible Revolution in Mail and Package as Well as in Passenger Traffic.

[For the MANUFACTURERS' RECORD].

The possibilities of electricity as a motive power are as yet largely an unsolved problem. Some of the finest scientific and nechanical minds are endeavoring to do with the new motive power what Watt did with steam. For the mere matter of simple locomotion the Daft, the Sprague, the Thomson-Houston and other motors may be said to serve the purpose quite as well as the "iron horse" of Stephenson It has, however, occurred to thoughtful engineers that the express and package siness could be conducted through elec tric agencies with a speed and dispatch that would be limited only by the re sources of construction and ingenuity.

At Laurel, Md, the Baltimore Auto matic Transit Co., which is composed of such solid business men as Messrs Alex. Brown & Sons, the bankers; Messrs. Abell & Co., publishers of the Baltimore Sun, ers of this standing financially, is and oth conducting a series of experiments which the officers of the company feel justified in believing will bring about a revolution in the transportation of express, mail and ighter freight, and in all likelihood passenger traffic on railways. The company has constructed at Laurel a circular track. two miles in circuit, upon which its experiments are conducted. The experimental "plant" consists of this track, which is an ordinary railway of about 28 inches gauge enclosed throughout its length with a trestling built in sections about 8 feet long and 4 feet high Along the top of the trestling, midway between the lower rails. runs an overhead rail accompanied with a copper band insulator. The car to convey packages, etc., is an oblong, box-like, iron structure on wheels, to be coupled with the motor, which does not look much dissimilar. The car and motor each have a prow-like end presenting the appearance of a squared cigar. The system of propulsion is much the same as on the ordinary electric railway. The Edison dynamo and the Sprague motor are employed. The overhead rail is the main feature in the system, a double flanged wheel on the car and motor catching upon it when the train is in motion.

The idea is to have stations at 25 miles or more apart supplied with dynamos of sufficient power to furnish electric force enough to drive the train for a round trip The company have been working for over a year past getting the experimental plant ready, and have made several trials of the system, which tentatively were quite satisfactory. A surpr sing speed was attained, but the ultimate velocity which the trains will exhibit is calculated at such a startling ratio as to almost forbid belief. For instance, the projectors of this enterprise expect to work such a revolution in the carrying of mails and packages that they claim that when in operation, one may sit down to breakfast in Atlanta or Chicago and read the Baltimore or New York papers of the same morning At any rate, the gentlemen interested in the schen have an abundance of means and unlimited confidence in its feasibility. Baltimore in the past has been the pioneer in some of the most notable industrial departures, and it would be greatly to her credit if this project, which, next to the outcome of the genius of Watt and Stephenson, promises the largest possibilities, should be success fully executed by the enterprise and capital of this city.

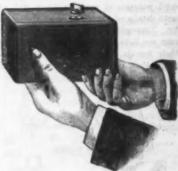
The practicability of the scheme has been passed upon by such eminent author ities as Professor W. C. Rowland, of the Johns Hopkins University, and Thos A. Edison, the latter of whom is said to have can be used without study, experiment,

declared it to be the greatest conception since the telegraph. Patents are applied for at home and abroad, and it is under stood that not a few foreign capitalists are desirous of being let into the enterprise.

In connection with this enterprise there are said to be possibilities of development looking to the substitution of electricity as a motive power for the steam locomotive, which will as greatly revolutionize passenger traffic as the present scheme, if finally successful, will revolutionize the transportation of mails and packages.

The Kodak Camera.

The Kodak camera is a most ingenious and valuable little invention, reducing photography to three simple operations namely, first, pull the string; second, turn the key; third, press the button. This is the essence of photography, and the greatest improvement of the age in this branch of the art. For where the art was



PIG. 1.

formerly confined to those who could give it study, time and room, it is now feasible for everybody. The Kodak is a wooden box 31x31x61 inches, covered with fine black morocco leather, having in one end a lense apperture, on the top a folding key, a cord, a revolving disk, and on the side a button. When not in use it is carried in a neat handsewed sole leather car-



PIG. 2.

rying-case with shoulder straps. workmanship in every particular is of the very best, and will compare favorably with the finest field glass in finish and appearance. One end of the box contains lens and shutter mechanism, and the other end the roll holder for operating the band of sensative film.

The Kodak is suitable for a very large range of subjects as any camera of larger



size, and is especially adapted to photographing machinery, buildings, landscapes, moving or still objects, objects indoors or out of doors, marine views, people, pottraits, groups, anything, everything. It

trouble, dark room or chemicals, and without even soiling the fingers. Any-body can use the Kodak. The operation of making a picture consists simply of pressing a button One hundred instantaneous pictures are made without reloading. No dark room or chemicals are necessary. A division of labor is offered whereby all the work of finishing the pictures is done at the factory, where the



camera can be sent to be reloaded. The operator need not learn anything about photography. He can "press the button," the makers do the rest.

Engineers and architects use it to record progress of work in hand, and to note details of construction as they pass by. Travelers and tourists and real estate men use it to obtain picturesque diary of their travels. Parents use it to photograph their children as they see them at



play, not in the stiff attitudes of the conventional photograph. As a tourist's camera it is unrivalled. No cumbersome tripod, plate holders or other effects of the ordinary outfit are needed. In its carrying case, with shoulder straps, it is no more trouble than a field glass; in fact, looking not unlike one. Tourists abroad can, by the use of the Kodak, vividly illustrate and describe people and places that they visit abroad. Views can be



taken out of a car window, going 40 miles an hour, or from a bicycle or vacht

The operation of the Kodak is extremely The Kodak is held in the hand, and pointed directly at the object. No finder is required, because the camera is so small it can itself be sighted at the object, and it focuses itself. Figures 6 and 7 show the operation necessary to take a photograph. The shutter is set by pulling the string; to wind fresh film into



FIG. 7.

position for the next picture, turn the key so as to make one complete revolution of the indicator. This will bring a new section of the film before the lens, and then you are ready to push the button and take a fresh view.

In photographing people, to get heads only, the operator stands 31 feet from the

object, and the Kodak held level with the chin; half-lengths are taken at six feet distance, with the Kodak held against the chest; full lengths nine feet distant, the Kodak held below the waist. For buildings, machinery and large objects, the Kodak is held 14 times the height of the object, and the distance is guaged to the size of the object.

When 100 pictures have been taken, the Kodak may be returned to the manufac turers, The Eastman Dry Plate & Film Co., of Rochester, N. Y, who will reload the camera and mount the 100 pictures on cardboard 4x5 inches, for the nominal

sum of \$10. The original outfits are for sale by all of the leading photographers' supply houses, or will be sent to any address on receipt of the price, (\$25,) together with a manual, with complete instructions for its use.



"Centennial Day," April 30th, 1889, being a legal holiday, Mesers. E E. Garvin & Co. announce that their factory will not be run. "but we shall have our works open



for inspection all day. We extend an invitation to our friends, customers and others interested to give us a call on that day, and inspect our plant at our new location, Laight and Canal streets, New York."

Cyclone Tank Pump.

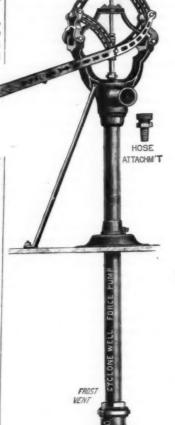
To answer many inquiries and an increasing demand for a pump to supply a large quantity of water for filling tanks for threshermen and other parties needing a pump that will lift a large amount of water, Messrs. F. E. Myers & Bro., Ashland, Ohio, have recently patented a double-acting lift pump, which has been thoroughly tested by reliable threshermen during the past season.

It is very novel in construction, is not complicated, and as a 4-inch cylinder pump with 2-inch suction pipe, has a capacity of one barrel of water per minute. It is built in compact form with 4 inch cylinder.

The pump has but one check valve and one cylinder. It has two lift buckets. operated with a patent mechanical movement which is simultaneous-one bucket is always descending, while the other is rising with its load of water. Thus the pump, though having but one barrel, is double acting, and has, it is said, the largest capacity of any made, considering the size of cylinder and the small suction pipe used, which makes a cheap pump for threshermen and stockmen to use

It is built as a force pump to which hose can be attached for throwing water to

also built as a lift pump. The lever attachments are all of malleable iron. The piston rods are drawn brass and drawn It is made of first-class material throughout, in a mechanical way. It is compactly built and strong in every particular to withstand the hard usage to



CYCLONE TANK PUMP.

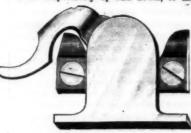
which any line of threshermen's goods is subjected. These pumps are not only desirable to fill threshermen's tanks, but supply clong felt want for use in tanneries, brick and tile yards, for irrigation, bilgewater in boats, and many other places line, and the check valve is five and on half feet below the base plate.

It is substantially the same construction s the Cyclone Set Length Lift Pump, with the exception that it is a force pump and is adapted for use in case of fire, sprinkling lawns, and various purposes where a force pump is required.

It has the same capacity as the lift pump, and uses the same sized suction pipe. The manufacturers are F. E. Myers & Bro., Ashland, Ohio.

The Caldwell Meeting Rail and Ventilating Sash Locks.

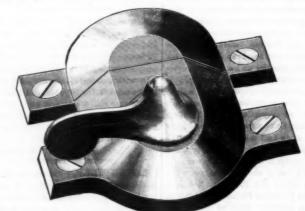
These locks, manufactured by W. H. Caldwell, Rochester, N. Y., are a valuable adjunct to the Caldwell sash balance, which, though on the market a brief time, has become most popular with the trade and carpenters, builders and architects throughout the country. The special points of the meeting rail lock are its three distinct motions, namely, drawing the meeting rail together, drawing the sashes respectively up and down, to the



VENTILATING SASH LOCK

right and left, making them perfectly tight, preventing rattling and keeping out cold air and dust. This lock cannot be opened from the outside. For public buildings it is claimed to have no equal for forcing heavy sash to place and locking securely. The ventilating sash lock, shown in the smaller cut, does away with the incessent rattle of windows, as the sash, when locked, is as firm as if in a vice. They will lock the sash (upper or lower) securely at any desired point, and afford an excellent and safe means of ventilation. By a simple pressure against the sash when locked it acts as a weather strip and keeps out the cold air. They are neat in appearance and easily put on. They cannot get out of order and do not damage the finish of the window. They are cheap, simple and durable, made of malleable iron and bronze metal, have no springs and can be used on old and new windows, with or without weights.

Architects and builders, and the trade who have not seen either these or the



MEETING BAIL LOCK

The annexed cut shows the Cyclone Tank Pump built as a set length for use in shallow wells.

It is built with 4-inch cylinders. The wash out boilers and like purposes. It is buckets are placed down below the frost RECORD. Price \$4.00 a year,

where a large amount of water is required Caldwell sash balance, should send for to be moved. 290 State street, Rochester, N. Y.

If you wish to keep posted on the progress of the South, read the MANUVACTURERS'

Single Valve Upright Automatic Engine.

In figures 1 and 2 respectively, are shown the front and back views of the upright automatic engine, with single valve, made by B. F. Sturtevant, of Boston, Mass. The valve is of the same type, and receives its motion in the same manner as that used n the single valve horizontal engines.

said, the marked advantages of close regulation and an economy in the distribution of steam.

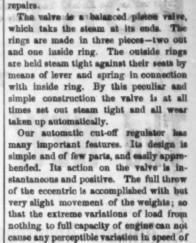
The Ohio Centennial Engine.

The accompanying illustration represents the style of automatic cut-off engine manufactured by Alex. K. Rarig & Co, Columbus, Ohio, which furnished the

frame, after the guides are lined true with cylinder, which allows them to be removed for repairs and insuring perfect alignment when replaced without relining.

The main cross-head is of the locomo tive type, and has large wearing surfaces inlaid with anti-friction metal scraped to a true surface. The cross head pin is turned and well finished.

The cylinder is secured to end of bed



short time to take it off for a

engine. The eccentric is connected direct to valve, admitting steam to piston at nearly boller pressure, varying the point of cutoff as resistance requires, from its beginning to three fourths stroke, the lead maining the same at all points of out-off.

The connecting rod is made of hammered iron. The boxes are of the best gun metal and lined with anti-friction metal, and properly fitted to strap and pins, with ample allowance for adjustment by means of keys and bolts.

The crank pins and bolts for valve rigging are made of hammered steel and well fitted

The piston and valve rod are made of hammered steel. The piston packing is of our special self-adjusting style, and runs with but very little friction.

The bearings have liberal wearing surfaces, thus reducing friction, and securing a cool, smooth-running engine under the heaviest loads, and they are provided with the latest improved ollers. This engine can be fitted with a throt-tling governor, if it should be so desired.

IF you contemplate starting a new enterprise of any kind, whether it be a railroad, an iron furnace, a rolling mill, a machine shop



power for the Ohio Centennial Exposition. This engine is designed to work at high pressure, and at a high or moderate speed and unite with durability, the capacity of transmitting all the power that can be

and overhangs, a feature of great import-

simplified by the removal of two of the obtained from a given size of cylinder. In weights. The admission of steam is reguthe nice proportion of all parts, in quality lated by changes in the travel of the valve, of material, and, in skilled workmanship effected by the movement of the eccentric across the shaft. The point of cut-off is and in the economical use of steam, the thus variable, according to the load, from Rarig engine belongs in the front rank. zero to seven-eighths of the stroke, and an exceedingly economical distribution of the steam is secured. The governor wheel, owing to its weight, serves as a balance wheel, and may be utilized as a band The opposite end of the shaft is splined to receive an additional wheel, if desired. The direction of rotation of the engine may be easily changed by transferring to the empty holes in the arms of the governor the studs which carry the weights and levers, and at the same time reversing the position of the weights, levers and

The light curved plates upon the sides may be readily removed to give access to the crank and connections, and while in place prevent the escape of any oil which may be thrown by the running parts. The lower portion of the base forms a basin in which the oil and water may collect, and from which it may be removed through a pipe inserted in the bottom. A rim around the sub-base prevents any oil or water, not otherwise collected, from running on the

springs.

Both the eccentric rod and valve rod

The governor embodies all the important

elements of the larger sizes, but is much

boxes are readily adjustable.

The double crank is so accurately counter-balanced, as the result of extended experiment, that steady running is insured at the tabulated speed. The pin itself is of maximum size and is oiled from a stationary sight-feed oiler attached to the frame of the engine. All other stationary oil cups have sight-feed, and those upon moving parts are tightly closed to prevent loss by leakage. All moving parts are as light as is consistent with the required strength, and every part is simple, easily reached and readily adjustable.

As a substitute for the ordinary upright throttling engine, this engine has, it is ance, and will recommend itself to all persons familiar with the steam engine. in this position the cylinder is free from foundation, and at all times in perfect alignment, and not liable to spring out of true by uneven bearing on foundation, which is a common occurrence with some types of engine beds. The steam passages in cylinder are short and direct, securing

THE OHIO CENTENNIAL ENGINE.

The bed is of the most modern design, heavy and rigid. Its peculiarity of design provides great strength, having interior longitudinal and cross ribs, thus insuring the utmost attainable stiffness, an important factor in the most modern practice.

The guide bars have large wearing surfaces accurately scraped and well fitted to seats provided for same on frame, and are held in place by turned bolts, closely fitted to holes reamed through guides and ready admission and discharge of steam; | electric light, water or ges works; also the most economical results from small clearance. The front cylinder head is cast to cylinder and attached to end of frame by studs and bolts, which are secured in place by means of nuts from inside of frame; thus making it very rigid under the heaviest and greatest variation of load.

The steam chest is made separate and bolted to cylinder, so that it requires but a se so you.

naw mill, planing mill, furniture ctory, fertilizer factory, cotto mill, or anything else requ chinery of any description, send particulars to the MANUFACTURE RECORD. A postal card giving clacter of enterprise and kind of chinory wanted will be all the needed. It will prove of great

FORT PAYNE, Alabama.

The NEW ENGLAND CITY of the South.

Climate Unsurpassed. Abundance of Pure Water. Drainage Excellent.

No Better Point in the Union

For Safe and Profitable Investment.

Situated on the main line of the Cincinnati, New Orleans & Texas Pacific Railroad, fiftyone miles Southwest of Chattanooga, and ninety-one miles North of Birmingham. Elevation is from 895 to 1,600 ft above the sea, and above fever districts.

DeKalb County is entirely free from debt; taxes light.

Most liberal encouragement given to industries of every

Iron Furnace and Rolling Mill will be constructed immediately, and other industries of various kinds are under contract.

Correspondence solicited from those who contemplate coming into the South to establish any kind of manufactories,

The different industries will employ at least two thousand skilled workmen, which will secure a population of over ten

thousand, independent of the many industries contemplated.

Iron of the best quality can be manufactured at as low cost per ton as in any other locality in the South.

Coal and iron are being developed rapidly of a superior

Fine timber abundant and wood-working machinery of every kind can be profitably employed at this point.

The Company is prepared to give every reasonable encouragement to manufacturers who will locate at this point.

**Correspondence solicited.

CAPITAL \$5,000,000.

OFFICERS.

President, -HON. D. H. GOODELL First Vice-President, Second Vice-President, Secretary, Treasurer, C. O. GODFREY

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FORT PAYNE COAL & IRON COMPANY, Fort Payne, Ala.

and J. W. Houston & Son, of Baltimore, Md., the brick work. Corrugating machinery will be put in.

Wilmington, N. C.—Contract for the reconstruction of the tower on the public building has been awarded to Wm. H. Smith at \$4,907.

BURNED.

Berryville, Va.—The grist and saw mill of J. L. E. Vanmeter.

Blount's Creek, N. C.—The saw mill of the Pamlico Lumber Co.; loss about \$10,-

Carthage, N. C.—The turpentine distillery of D. A. Blue in Moore county.

Clanton, Ala.—The saw and planing mill of O. A. Dukes near Clanton; loss \$25,000. He will rebuild.

De Kalb, Texas.—Peters' Mill damaged by a boiler explosion.

Elko, S. C.—The ginhouse of C. H. Mathis; loss \$800.

Emory, Va.—The Byars House containing a library and museum; loss \$6,000. It will be rebuilt.

Felton, Ga.—The saw and shingle mills of Jones & Rice.

Hot Springs, Ark.—The City Steam Dye Works, 527 Central avenue; loss \$3,000.

Littleton, N. C.—The grist mill of W. H. Thorne.

Lumberton, Ala.—The lumber mill of Turner & Oates; loss \$15,000.

Lynchburg, Va.-J. W. Childs & Co.'s to-bacco factory; loss \$6,500.

Macon, Ga.—The machine shops of A. Reynolds & Son; loss \$10,000. Will be rebuilt.

Mango, Md.—The saw mill of Adkins & Holloway.

Magnet, Ark,—The steam saw mill and gin of Dr. Hollman; loss \$2,500. Will be rebuilt at once,

Melbourne, Ark. - The Isard county courthouse.

New Cumberland, W. Va.—The large flour mill of Ellsworth Allison near New Cumberland; loss \$12,000.

Pactolus, N. C.—Rufus Fleming's saw mills; loss \$2,500.

Panacea Springs, N. C.—The corn and flour mill of W. H. Thorne; loss \$3,000.

Salisbury, Md.—The bottling establishment of D. A. Cooke.

Starke, Fla.—The office of the Bradford County Index.

Waynesboro, Ga.—The gin of Robert T. Jones.

STARTING A PRESERVE FACTORY -MARION, MISS, April 9, 1889 .- It is our intention to start preserve works to make A1 grade of preserves, natural syrups, vinegars, etc., and in case we should have over-supply of fruit, to evaporate or can; but the former is primal object of our manufacturing department. We have now a building nearly complete, 36x100 feet, two stories, for manufacturing department, and if necessary will increase. will buy preserving outfit (gasoline preferred), evaporators, glass jars for manu factured goods in assortment to order, etc., etc. A. R. WALL.

COTTON MILL PROJECTED—LUMBER-TON, N. C, April 10, 1889.—Our town is now getting up subscription for the building of a cotton mill, and perhaps also a cotton seed oil mill. The amount to be raised is \$50,000, but if necessary, may do more. We want to manufacture staple goods, such as yarn, sheeting, drilling, which will always find a ready market. I want information about everything, the plan for building a mill, all about the machinery, and anything and everything pertaining to the starting of such an enterprise.

A. C. Melke. To Build Oil Mill and Fertilizer
Factory—Griffin, Ga., April 3, 1889.—
The Farmers' Co-operative Manufacturing
Co., composed only of Alliance men, will
erect an oil mill and guano factory by
September 1, 1889. Have not purchased
machinery.

W. E. H. Seargy.

REBUILDING IRON FURNACE—LONG-DALE, VA., March 30, 1889.—We are pulling down our old No. 1 furnace, and will rebuild on the same site a rather larger brick stack of better model. No new machinery will be required.

> Longdale Iron Co., J. E. Johnson, Man.

TO CHARGE TO ELECTRIC POWER—FORT WORTH, TEXAS, April 8, 1889—The Fort Worth Loan & Construction Co., of Fort Worth, Texas, have purchased the Gainesville (Texas) street car system, and will put the same under electricity.

To Build Planing Mill-Richmond, Ky, April 9, 1889—We intend to build a planing mill soon, and will require a planer and matcher combined, a moulder, a resawing machine, a rip-saw, a jig saw and turning lathe. Myers & Carse.

CONTRACT FOR WATER WORKS LET.

—WYTHEVILLE, VA, April 16, 1889 —The contract for our high service water supply was awarded to the Glamorgan Co, of Lynchburg, Va.; plant complete at \$19,-925. When completed we will have a most excellent supply of pure spring water. The greatest head is 211 feet, lowest 91 feet. Mr. H. E. McWane, the competent and energetic superintendent of the company, will commence work immediately and complete the plant in 90 days

C. W. Gleaver.

TO BUILD LARGE GRAIN ELEVATOR DALLAS, TEXAS, April 13, 1889.-Myself and associates have let contract to Metcalf, MacDonald & Co., Chicago, Ill., to erect an elevator of 1,000,000 bushels capacity at this point, and it will have a handling capacity of 400,000 bushels per Will be of the latest style and 24 hours. the most improved. Total cost \$175,000 and to be completed by or before the first of August next, in ample time for this year's crop. The aforementioned firm have the contract to completion. Thi elevator is more for storage than other wise. The MANUPACTURERS' RECORD is gaining ground very rapidly in this section, and looked upon as almost indispensable to those who desire to keep well posted on Southern industries.

F. M. COCKRELL.

TO DEVELOP A NEW PORT-AUSTIN. TEXAS, April 6 1889. - The Brazos Terminal Railroad Co. has been chartered with capital stock of \$500,000. W. M. D. Lee, of Leavenworth, Kansas, president; Ira H. Evans, Austin, first vice-president: G. Y. Wisner, second vice-president; John M. Ferguson, secretary; George W. Angle, treasurer. The object of this company is to furnish terminal facilities at the new port now in course of construction at the mouth of the Brazos river, on the coast of Texas. A contract has been let which is certain to secure 20 feet of water at that point within 13 months from this time The jettles are now in course of construction, and there is good reason to believe that a capacious deep-water harbor for Texas will be secured, and a large city grow up at that point. Undoubtedly it is the most important work at present afoot in the United States, when its far-reaching consequences and great interests are con-IRA H. EVANS.

ELECTRIC-LIGHT PLANT — BIRMING-HAM, ALA., April 11, 1889.—Will build electric-light plant.

EAST LAKE LAND CO.

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Axle Lathe, &c.—G. W. Sitton, Anniston, Ala., wants an axle lathe, boring mill, wheel press, drill press, engine and boiler, fan and cupols.

Bagging Machinery. — Frank Baltsell, Troy, Ala., wants to correspond with manufacturers of machinery for pine-straw bagging factories.

Bits.-W. F. Gunter, McDowell's Mill, Tenn., wants to buy ship augur bits.

Bridges. — The commissioners' court, Waxahachie, Texas, have appointed Messrs. Dunn and Hawkins a committee to receive propositions for the building of a number of iron or steel bridges.

Canning Machinery.—The Rutherford Canning Co., Rutherfordton, N. C., want outfit of canning machinery.

Canning Factories.—A. P. Butler, Commissioner of Agriculture, Columbia, S. C., wants to correspond with parties who furnish outfits for fruit and vegetable canning factories and who can give practical information on the subject.

Canning Machinery.—The Meridian Canning Co., Meridian, Miss., want bids on following materials f. o. b. cars at Meridian: one pair 22 feet platform scales, Howe or Fairbanks, name kind; three trucks with platform 3x4 feet, 10 or 12 inches to top of platform, iron tongue, front wheels to turn under platform, wheels not less than 1 14-inch tread: two steam jacket kettles, iron, capacity 20 gallons each; one round water tank, wood, 2,000 gallons capacity, hoops fitted with bolt and nut; one set pipe dies, from 1/2 to 2 inches, stocks for ne; one bench vice, with fittings for holding pipe; one set pipe cutters and pipe tongs to cut and hold pipe from 1/4 to 2 inches; one steam pump, cold water capacity 25 gallons per minute; one 50 hors ower boiler, 5-16 inch steel shell tubular, to be accompanied by inspector's certificate. certifying that boiler has been tested to so pounds pressure, and the following fittings: water column, water gauges, steam gauges, 3inch whistle, all necessary grate irons, bars, etc., iron door for wall, sme kestack, upright irons and rods to bind wall together; state if boiler is full or half front one; Penberthy injector, I-inch outlet.

Cotton Machinery.—Arthur C. Melke, Lumberton, N. C., wants full information in regard to everything needed for building a cotton mill, plans for building, &c.

Cotton Machinery.—Outfit of machinery for cotton mill to be built at Bennettsville, S. C., will be wanted. Address J. P. Gibson.

Cotton Machinery. — M. R. Simmons, Union Springs, Ala., wants definite information as to the cost of machinery for manufacturing carpet warps, cotton yarns and cotton rope, and for knitting socks and stockings. Wants catalogue also.

Cotton Machinery.—The Savannah Cotton Mill Co., Savannah, Ga., will want an entire outfit of new machinery to rebuild cotton mill burned last week.

Cracker Machinery.—Robert W. Bridges, 609 Third avenue, S. W., Roanoke, Va., wants to purchase machinery for a steam cracker factory.

Dummy Engines.—I. Pollak, Montgomery, Ala, will shortly purchase dummy engines. Electric Lighting.—Proposals for lighting Alexandria, Va., with electric lights will be received until May z by the mayor. Plant will have to be put in.

Electric-light Plant.—Proposals for erecting an independent are and incandescent light plant on the grounds of the Galveston Exhibition Co., Galveston, Texas, will be reserved until April 25 by J. W. Burson, secretary. Capacity is to be for from 40 to 60 are lights, and from 100 to 200 incandescent lights. Are lights are to be 2,000 candle-power, and incandescent not less than 16 candle-power. Plant must be in operation by June 1.

Elevator Machinery.— D. A. Brooks & Co., Sturgis, Ky., want to purchase elevators, shafting, conveyors, seperator spoutings, hopper scales, (capacity 1,000 bushels per hour) &c., also, 10-horse-power boiler and engine.

Engine,—L. Dudderar & Bros., Gilbert's Creek, Ky., want to purchase a 20 horsepower engine.

Engine, Piping, &c.—The Paris Mountain Hotel Co., Greenville, S. C., will probably want engine, piping, tanks, heating apparatus, &c.

Excelsior Machinery.—P. G. Bowman, Bishopville, S. C., wants prices on excelsior machinery.

Fire Equipment.—Money is being raised at Terrell, Texas, to purchase a complete outfit for fire department.

Fire Equipment.—Trenton, Tenn., will purchase an equipment for a volunteer fire department. M. Oppenheimer is mayor.

Fire Engine.—J. W. Cawgill, mayor, Hickman, Ky., wants information as to the cost of a fire engine and equipments.

Furniture Machinery. — The Gadsden Furniture & Coffin Factory, Gadsden, Ala., want full outfit of machinery for factory.

Gin and Corn and Grist Mills.—R. A. F. Jackson, Brick Church, Tenn., wants to purchase a 70 or 80-saw gin, 15 horse-power skid engine, plantation grist mill and a farm grist corn mill.

Hoop Iron.—W. H. Briggs, Valdosta, Ga., wants to buy a car-load of hoop iron, one inch, 18 gauge, if it can be delivered f. o. b. cars at Valdosta at 2½ cents or less.

Hook and Ladder Truck,—John A. Tyman, chief of department, Hopkinsville, Ky., wants prices on a new hook and ladder truck.

Ice Machinery.—W. J. Betterton, Dallaz, Taxas, wants machinery for ice factory.

Ice Machinery.—E.O. Hurd, Dalton, Ga., wants machinery for a 5-ton ice factory

Ink Bottles.—P. G. Bowman, Bishopville, S. C., wants prices on ink bottles, pints and quarts, per gross.

Iron roofing is wanted by Finney & Stevens, Iron City, Tenn.

Lapper.—C. O. Fry, Bluff City, Tenn., desires to purchase a 36-inch 2-beater lapper in good condition.

Locomotive.—A locomotive, about 5 tons weight, for tram road is wanted by F. L. Peck, Hathaway, Tenn.

Machinery.—A. Demarce, Fairfield, Iowa, will erect machine works at Paris, Texas, and wants boiler, tools, power punch and shears combined, upright drills and shapers, second-hand or new, and a good second-hand bolt machine, &c.

Machinery.— The Tennessee Range & Manufacturing Co., Nashville, Tenn., want a full outfit of machinery to rebuild their burned works. They operated foundry and machine shop, and did sheet metal, steam heating and pipe work.

Machine Shop.—Montmollin & Annand, Middleburg, Fla., want outfit of machinery for machine shop.

Oil Mill and Fertilizer Machinery.—Dr. W. H. Chapman, Troy, Ala., wants to purchase machinery for cotton-seed oil mill and fertilizer factory.

Oil Mill Machinery .- W. N. Ritchie, Scotland Neck, N. C., wants to buy machinery for cotton-seed oil mill.

Planing Mill Machinery.-Myers & Carse, Richmond, Ky., want a planer and matcher combined, moulder, resaw, rip saw, jig saw and turning lathe.

Planing and Shingle Machinery. - C. Buckels, Kissimimee, Fla., wants prices on planing machines and shingle saws,

Plyer Punches.-John Wanamaker, Postmaster-General, Washington, D. C., will receive proposals until May 18 for furnishing plyer punches for use in the issue and payment of postal notes in such numbers as they may be ordered during the fiscal year from July 1, 1889, to June 30,

Preserving Machinery.—The Mississippi Nursery & Manufacturing Co., Marion, Miss., want a preserving outfit (gasoline preferred), evaporators, glass jars, &c.

Pumps, Bollers, Pipe, &c. - Jesse W. Starr, Philadelplia, Pa., wants to purchase pumps, boilers, hydrants, valves and 300 tons of cast iron water pipe for water works to be built in Maine.

Pumps .- M. Oppenheimer, mayor, Trenton, Tenn., wants prices on two stationary force pumps.

Rails, Switches and Cars.-The Little Rock & Argenta Street Railroad Co , Little Rock, Ark., want rails, switches and cars.

Rock Crusher and Drill .- J. J. Hagins, Rock Hill, S. C., wants to purchase a rock crusher and drill to be operated by steampower.

Saw Mill,-Nelson & Sanders, Kedron Tenn., want to buy machinery to rebuild saw mill.

Saw Mill.- H. Linehurst, Handsboro Miss., wants to purchase machinery to rebuild burned saw mill.

Shafting, Belting, &c.-E. M. Hodges, Kinston, N. C., wants to purchase some shafting, belting and machinery for machine

Shingle Mill.-Outfit of machinery for a shingle mill with a capacity of 50,000 daily is wanted by Townly Bros., Fisher, Ark.

Shoe Factory .- J. W. Scarborough, Troy, Ala., wants machinery for a shoe factory.

Thresher .- J. C. McGee & Son, Geeville, Miss., want to buy a thresher for wheat and

Well Machinery.-Machinery for sinking artesian wells is wanted by W. J. Betterton Dallas, Texas.

Wood-working Machinery.-Henry Wilson, Richland, Ga., wants a lathe, planer and matcher, and a 3-inch governor.

Wood-working Machinery. — Webb & Boyd, Oxford, N. C., want a lathe, tenoning machine, saw table, sander, mortising machine and a former.

Wood-working Machinery .- D. R. Samuel & Son, Knoxville, Tenn., will want fu'l outfit of machinery if they decide to rebuild their planing mill and box factory.

Wood-working Factory .- W. H. Tyers, Wellsburg, W. Va., wants to buy a light planer, band saw, rip and cross saws and wood lathe.

Wringer and Fluter. - C. F. Bryant, Roanoke, Va., wants the address of the manufacturer of the Relief clothes wringer and the Wilcam fluter.

WILL BUILD SHINGLE MILL-FISHER, ARK., April 6, 1889.-We expect soon to build a shingle mill of 50 M capacity, and want to purchase the necessary shingle machinery for same. TownLEY BROS.

WILL BUILD GAS-HOLDER - HUNTS-VILLE, ALA., April 8, 1889.—We shall soon build a gas-holder for about 70 M feet gas. We have just finished a model purifying house which is furnished with 10-inch connection and all modern improvements.

ROBT. E. COKE, Pres.

ICE FACTORY-DALTON, GA., April 9, 1889.—Dalton is going to have a 5-ton ice factory. Parties can communicate with E. O. Hurd, Jno. Block or F. F. Hordwick.

TO BUILD GRAIN ELEVATOR-BALTI-MORE, MD, April 13, 1889.—We will build a grain elevator at Ellicott City, estimated about 150,000 bus. capacity.

C. A. GAMBRILL MFG. Co

WILL REBUILD SAW MILL-KEDRON, TENN, April 8, 1889. - Our saw mill burned down the last of last March. We will rebuild, and wish to buy saw mill machinery. NELSON & SANDERS.

NEW FACTORIES TO BE STARTED -TROY, ALA, April 9, 1889.-Dr. W. H. Chapman wants information about machinery for oil mill and fertilizer factory, which Alliances for Pike, Coffee, Crenshaw and Dale counties will establish in Troy. Capital of company \$25,000. Address is Troy. Ala. Alliances of Pike county will build \$10,000 warehouse for next cotton crop at Troy. A company is now organ-izing at Troy to establish a shoe factory. Will want machinery. Address J. W Alliance Stock Co., with Scarbrough. capital stock of \$10,000, which can be increased to \$25,000, will establish pine-straw bagging factory at Troy. Want manufacturers of machinery to address

FRANK BALTZELL.

Foreign Exchange Quotations.

ALEXANDER BROWN & SONS.

BALTIMORE, April 17, 1889. Sterling.—
Selling.
60 days.....
3 days..... Commercial . . 485% to 486%

Francs.—
Selling.
60 days...... 517% Commercial..519% to 520
1 days...... 515 Commercial......0436@0436 Guilders .-

Baltimore Stock Exchange Quo-

mercial.....39%@40

Reported by ALEXANDER BROWN & Sons, Bankers, Baltimore. BALTIMORE April 17 1880

DALTIMORE, APRIL	17, 1	889.
	alb.	ASKED.
Virginia 3-4-5 10-40's		
Virginia 3's, new		
Virginia 10-40 Coupons, N. F		30
N. Carolina 4's	95	**
N. Carolina 6's		**
Norfolk Water 8's, C		**
Atlanta & Charlotte		93
Va. & Tenn. ad 5's		
Va & Tenn. 8's	**	130
Wilmington & Weldon Gold 7's	115%	**
Wilmington & Weldon 5's		112
Wil., Col. & Aug. 6's		11934
Atlanta & Char. 1st 7's		122%
Col. & Green. zst, 6's		102%
Col. & Green, 2d, 6's		0.0
Va. Midland, 1st, 6's		**
Va. Midland, ed, 6's		
Va. Midland, 3d, 5-6		110
Va. Midland, 4th, 3-4-5		90
Va. Midland. 5th, 5'8	9814	99
Va. Midland Income 6's		90
Char., C. & Aug. 18t, 7'8		0.0
Char., C. & Aug. ad, 7's		
Ga. Pacific 1st, 6's		110%
Ga. Pacific ed	77%	77%
Cape Fear & V. Valley 6's, A		107
Cape Fear & Y. Valley 6's, B	101	TOI 1



can Plan, \$3.00 to \$4.50 per day. raph for Rooms at our expense.

C. WARNER STORK, Propriets

HETHERINGTON & NASON.

Boiler Makers, Machinists, Railroads, Steam & Gas Fitters

Boiler Plate and Tank Iron, Lap-Welded Pipe and Boiler Tubes, Boile Steam Brass Goods and Engine Trimmings, Iron Valves and Fitt and Machinists' Tools. Wood and Iron Pulleys. Belting, Ho SEWER PIPE, FIRE BRICK and CLAY.

405 and 407 Elm Street,

Dallas, Texas.

C. R. MAKEPEACE & CO. **ARCHITECTS and Mill ENGINEERS**

PROVIDENCE, R. I. Plans, Specifications and Estimates furnished for Cotton and Woolen Mills.

LOCKWOOD, GREENE & CO.

MILL ENGINEERS,

NEWBURYPORT, MASS.

ND SPECIFICATIONS FURNISHED FOR THE CONSTRUC-MENT AND ORGANIZATION OF COTTON AND WOOLEN



JONES & ROGERS. CORNULTIEC ENGINEERS. FRICTION CLUTCH

PULLEYS. Shop-Rights For Sale.

Send For PRICE-LIST



The BOOMER & BOSCHERT

FOR BALING Cloth, Paper, Yarn, &c.

PRESS BOOMER & BOSCHERT PRESS CO. 329 W. Water St., Syracuse, N. Y.

ALEX.BROWN & SONS

RSTABLISHED 1811.

BALTIMORE, MD.

BROWN BROTHERS & CO. New York, Philadelphia and Boston

Foreign and Domestic Bankers. AND MEMBERS OF THE
Baltimore, New York and Philadelphia
Stock Exchanges.

(Private wire between Baitimore, Boston, Philadelphia and New York.)
Interest allowed on deposits of Banks, Bankers, Corporations and Individuals. Estiroad, Municipal and other Loans Negotiated and advance made on Grain, Octon, Stocks and Bonds, and other approved collaboration.

BUY AND SELL BILLS OF EXCHANGE on Great Britain and Ireland, France, Germany, Holland, British West Indies and other foreign

Issue Commercial and Travelers' Letters of Credit.

IN STERLING, available in any part of the world; IN FRANCS, for use in Martinique and Guadaloupe; and IN DOLLARS, for use in this country, Canada, Mexico, the West Indies and South America.

South America.

Hake Cable and Telegraphic Transfe of Money.

Drafts Collected in all parts of the World.

BROWN, SHIPLEY & CO., LONDON.

Financial Agents of the United States Government in England.

MINERS' LAMPS. COLLAR & BREAST IN ONE PIECE PRKEROSENE SPOUT BODY NONE PIECE NOSEAMTOMELT HUNT & CONNELL, Limited, SCRANTON, PA.

Situations Wanted.

WANTED.—Position as superintendent of a small or medium-sized cotton yarn mill by a thoroughly practical man, age 33, married, strictly temperate; is employed, but wishes to go South. Good references as to character and ability. Address P. O. Box 145, CENTRAL FALLS, R. I.

PROPOSALS.

ROPOSALS FOR WATER WORKS.—By order of the Board of Trustees, propositions for the construction of Water Works, and furnishing water for Fire Protection for the town of Georgetown, Ky., will be received until May 1st. The right to reject any or all propositions is reserved. S. M. DAVIS, Chairman Board of Trustees, Georgetown, Ky. This April 5th, 1889.

ELIAS EDMONDS.

SAN ANTONIO, TEXAS.

Makes the Litigation of Land Titles a specialty. Will also Lend Money for non-residents upon the best real estate security.

JOHN L. WILLIAMS & SON. BANKERS,

Our Manual of Investments, the largest publication of the kind published by any banking house in the United States, may be had upon application by parties interested.

Richmond Stock Exchange Quotations.

Reported by JOHN L. WILLIAMS & FON, Bankers, Ricmond.

RICHMOND, VA., April 9, 1889

Sloss Iron & Steel Co. 1st 6's... Sloss Iron & Steel Co. 2d 6's...

BANKERS AND BROKERS.

WILSON, COLSTON & CO. [Members of Baltimore Stock Exchange,] Bankers & Brokers.

216 E. Baltimore Street, Baltimore, Md.

Investment and Miscellaneous Securities a specialty, and large lines handled. Exceptional facilities in all classes of Southern Bonds. Loans on Collateral Securities negotiated. Quotation information furnished on application, and correspondence invited.

FOR SALE!

A 1,000 ton Taylor Hydraulic Cotton Compress, virtually new and in perfect order. Warranted and guaranteed to do standard work. The best style of press ever built. Capacity 1,000 to 1,400 bales per day. For particulars as to price, terms, etc., address "COMPRESS," care this paper.

Cotton and Woolen MACHINERY.

50 Crompton Fancy Cotton Looms, nea new, 36 inch reed space, for 12 Harness 4 boxes at one end, 1 at the other.

My Store Houses here have over 2 ACRES of oorage, which is covered with good ma-hinery, including nearly full systems for Cot-on and Woolen Mills.

. JEREMIAH CLARK, .

Office, 63 Dutton St

Valuable Manufacturing Property FOR SALE.

The Swift Creek Cotton Mfg. Co.

Offer for sale, at a bargain, their valuable property, situated in Chesterfield County, Va., about 21 miles from Petersburg. The property consists of a large and compara-tively new brick mill building, with ample Water Power; fourteen large double frame buildings for operatives; superintendent's residence and other necessary buildings, besides 132 acres of land. Labor can be had cheap. For further information, terms, price, &c., address

GEO. H. DAVIS, President, or JOHN ARRINGTON & SONS. PETERSBURG, VA.

Cotton Mill, Machinery, &c. FOR SALE CHEAP.

1 2-Beater Whitin Lapper.
1 3-Beater Whitin Lapper.
12 New and Improved 36 Inch Whitin
Cards, Self Stripping.

28 36 Whitin Cards

Railway Heads. Slab Card Grinder. Doffer Card Grinder,

Doffer Card Grinder,
Roving cans sufficient for above Cards.
Whitin Drawing Frames.
English Speeder, 60 Spindles.
English Speeder, 18 Spindles each.
Lowell Speeder, 18 Spindles each.
Pettee Speeders, 44 Spindles each.
Whitin Spin'g Fram's, 128 Spindles each.
Pusie Spin'g Frames, 144 Spindles each.
Spooler Spioning Frame, 76 Spindles.
New Whitin Reels.
Warpers.

New Whitin Reels.
Warpers.
Dressing Frames with large Copper
Drying Calender.
0 Mason Looms.
Whitin Looms.
Cloth Calender.
56 Inch Lefel Water Wheel.

1 56 Inch Letel Water Wheel.
1 Governor.
1 Gear Cutter.
1 Lathe. Baling Press Irons, Sufficient to make a good Press. Pulleys, Shaftings and Self-oiling Bearings enough to run above Machinery.
The above machinery is in a two story.

to make a good Press. Pulleys, Shaftings and Self-oiling Bearings enough to run above Machinery.

The above machinery is in a two story Frame Building, and is said by judges to be in good order with little repairs. About 75 yards from this, and situated on the same stream, is a large brick building, the base of which is five feet, 2 1-2 stories high, 55x150 feet; also a brick Lapper Room, 24x32 feet, 2 1-2 stories high; and a brick Machine Shop, 25x40 feet, one story high. Connected with this are 24 operative houses, and 814 acres well timbered land. The machinery which was used in this brick building is perhaps useless, except the shaftings and pulleys. The walls of the brick building are perfectly good except the end of the upper story. The building needs a new roof and flooring. Water power abundant with good fall. Transportation by river, which is about 2 miles distant to leading Alabamacities. River navigable the year round. From 4,000 to 5,000 bales of cotton raised annually in the immediate vicinity of this place. The property is for sale at a reduced price, as the owners are not prepared to fit up and operate same, or, if desired, will put into a joint stock company, Titles good. For further information address "A," care Manufacturers Record. Titles good. For further information address "A," care MANUFACTURERS' RECORD.

\$50,000 worth of valuable improved Real Estate and other property must be sold, regardless of cost, at whatever it will bring, to wind up a trust. The best opportunity ever offered in the city for investments and bargains.

A S Trustee, I offer for sale, to suit purch-sers, A until May 1, the following described real and personal property:

First—The real estate and buildings known as the Long & Bro. Manufacturing Company's factory. This property is situated on the southwest corner of Washington and Webster streets, consisting of a lot of ground 130 feet front on Washington street, extending back on Webster street 130 feet to a paved alley. All streets and sidewalks made, with public cisters and well at corner of the two streets. The buildings consist of a large three-story, metal-roof brick, with cellar 30 feet by 100 feet; two-story chrick dry-room; one-story brick boiler-house; two-story frame, metal-roof machine building; one-story frame, metal-roof work-shop; two steam dry-rooms; one blacksmith shap. The ground and above mentioned buildings cost over twenty-five thousand dellars and are well adapted to most any hind of manufacturing business, work-shops or warehouse, and well located. I will sell the above property as a whole on the most favorable terms—part cash, balance on long pryments, will time retained at 6 per cent, interest. This property offers the best opportunity ever presented in this city for a great bargain, and must be sold for what it will bring.

Second—I also offer for sale, separate and distinct from the above property, in lots to suit purchasers, for cash, the following list of property, towit: Two splendid boilers; one large boiler heater; two horizontal engines, nearly as good as new: 4,0 feet of main and counter shafting; a large number of shafting, hangers and collars; soo pulleys of desirable sizes; about roo,000 pounds of wrought and cast-iron cast-ings claspe and hoop rron; cabinet and other work benches, blacksmith tools and forge; large lot of seam pipe, from 1/2 large late and other work benches, blacksmith tools and forge; large lot of evaluations, content, the up to 14 fisches; 4,80 feet of seam pipe, from 1/2 large late and other work benches, blacksmith tools and forge; large lot of contents,

desks chairs, etc.

All of this list of personal property will be sold for
whatever it will bring, notwithstanding its original
cost was over twenty-five thousand dollars, and inco
is the opportunity to get such articles regardless of
cost or value; or all of the property herein described
will be peremptorily sold to wind up the affairs of my
reset.

If not disposed of in whole or in part I will, on the premires, May 1, between the hours of 10 o'clock a. m. and 3 o'clock p. m., and so on from day to day until sold, sell said property, or whatever may be usold, at public sale to the highest bidder. Apply to R. C. Kerr, real estate agent, No. 20p Fifth street, between Main and Market, who will show the property and act as my agent in the premises, or apply to the undersigned.

H. C. RODES, Trustee. H. C. RODES, Trustee

The Capitol Canning Co. NASHVILLE, TENN.

Will offer their fully-equipped

Fruit & Vegetable Canning Factory AT PUBLIC AUCTION.

Wednesday, May 1st, 1889, AT 11 A. M.

AT 11 A. M.
Unless fold at private sale before this date.
The factory is new, and includes the latest
and best labor saving machinery, with
capacity up to 20,000 cans per day. Also
our Building and Trade-Mark Labels will
be included and sold as a whole.
Factory now open for inspection. Any
inquiries will have prompt attention by
addressing

CAPITOL CANNING CO. Nashville, Tenn

FOR SALE.

Or, if desire, will place property in as so much stock

Large Brick Cotton Mill.

Capacity 200 looms. Operative houses. Eight hundred acres of well timbered lands Four to five thousand bales cotton received near the mill. For further information,

M. M. SMITH,

Autaugaville, Ala.

Hawk's Nest Collieries FOR SALE. FOR SALE.

Pursuant to decree of Circuit court of Kanawha county, rendered January s6, 1889, in suit of P. H. Noyes & Co., et als., vs. The Hawk's Nest Cal Campany et als.; the undersigned special commissioner, for that purpose appointed, will

ON SATURDAY, THE 18th DAY OF

Campany of alz.; the undersigned special commissioner, for that purpose appointed, will

ON SATURDAY, THE 184h DAY OF

MAY, 1889,

offer for sale, at public auction, to the highest bidder, at the east door of the Postoffice in the city of Charleston, West Virginia, all the mining properties of The Hawk's Nest Coal Company, Limited, located in the County of Fayette, at and sear The Hawk's Nest Station of the Chanapaske & Ohioralway, and the village of Annted, and lying between the New River and the Gauley River, upon the following terms.

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The Gauley River tract contains rofo acres, fover of with fine timber, and with its valuable coal bearing strata above wouter level, nearly herizontal and so cut by the river and with its valuable coal bearing strata above water level, nearly herizonta

And in case the property cannot be satisfactory sold, at such time and place, they will thereupon offer the same for lease, for a time not exceeding five years, and upon such terms and with such previsions at to secure the proper mining of the cual and repair and protection of the premises.

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This analysis was made by Prof. P. B. Wilson, of altimore City, and several noted chemists in the citied States. Address MIAER, care Manufacturers' Record, Baltimore, Md.

Eastern Lumber Markets.

[Special correspondence Manufacturers' Record.] New York, April 15, 1889.

Some of the lumber dealers in this and other Northern markets are weakening the confidence that has heretofore been manifested by capturing large orders for lumber at very low prices. The intention is, of course, to make the smaller buyers pay A good many of the larger building contracts have gone at very low prices, but as a rule the figures are a little better than they were last year. Nearly all kinds of lumber are in good demand, and where certain kinds have been sluggish, there is greater activity th's week. The canals are open. The lakes open this week. For several days past all the yards along the lakes have been in a very active state Preparations have been made for heavy shipments from Western lake points to Eastern, and from Eastern lake points to the markets. Some very heavy orders have been placed between the different lumber centers and Tonawanda. There is an anxiety to get stocks as soon as possible. The general fear is that there will be an advance. White pine will come forward in large quantities next week. Con tracts running into several million feet have been placed within a few days. Contractors who have their summer's work in hand are covering their future requirements this month. Last year they did not pursue this course This year they fear that with the scarcity of the log cut they may have to pay more money if they defer contracting till the summer Quotations on white pine uppers, oneinch, are \$46 to \$48. They will bring more money this year than last. They were a drug on the market last year.

The most interest is felt now in yellow About 2,000,000 feet have been contracted for in large lots The bidding has been quite spirited, but the lowest prices are at least \$1, some say \$1 50, more than last year. There is a great deal of stirring around in the trade, and some parties who have been buying yellow pine are endeavoring to satisfy themselves with their lum-Very little Eastern spruce is arriving, and from the advices that come, spruce will bring more money this year, as de-

mand is larger.

Hemlock joist are bringing from \$11.50 to \$12; boards \$12 to \$13 There is a very active demand for all kinds of hemlock, and the fear is that the manufacturers will have marked up their price. In fact, there is a good deal of talk in the markets just now, especially when railroad build ing starts in on a large scale, of the heavy demand there will be; but even if it does not, the effect will be indirect and not direct upon the market. Another statement is that laths will bring 10 to 15 cts more than last year. Up to this writing this month's sales do not show it; but it is hard to predict what a day or two may bring forth. There is a very heavy demand for yellow pine for all purposes The architects are very busy in this city with a great deal of new work, which will be in the contractors' hands by the first of the month. There will be a rush for lumber soon after that. We are g tting more lumber from the regions beyond the Mississippi. Freight rates are favorable to the trade with Arkansas. A good deal of carelessly made lumber is coming into this market, and strange to say finds quicker market than when the supplies were larger. Georgia pine now covers a good many other pines, and one can hardly tell what State the pine comes from, because it all goes by that name. There is a good deal of cypress bought and contracted for for delivery between now and July 1st. Most of it is going into house finishing

The rush for poplar has subsided; that

does not mean that it is not selling well, for it will sell well all season. What is meant is that the scare about poplar is Holders here and in the West are very firm in their prices and can afford to The upward tendency in poplar during the past few months has stimu lated the production everywhere, and there is a good deal of stuff piled up in the West and South which, even though it is not in any Eastern market, will have the effect of easing up the minds of the consumers East. Poplar is selling at \$32 to \$33 for 8-inch and over, with 65 per cent firsts. Quarter sawed oak is active. Plain oak is dull, and consequently some dealers are shading prices, lest the market may fill up with new stocks, and they may be obliged to carry it for some The market is in a peculiar condition, especially with regard to hardwoods The appearance of a few large buyers and the making of a few large sales starts every one to talking of an advancing tendency. The fact is the supply and the demand are pretty evenly balanced, but the holders of lumber are anxious to turn their lumber into cash More or less ash is selling all the time always wanted here is long stock and wide. Short and narrow stuff is in fact generally hard to get rid of at full prices. Some few of our manufacturers are after cherry, but they are only after it when it can be bought at the lower instead of the higher notch. A few d alers are carrying large stocks and refuse to sell excepting at what they consider an outside price. There is a little better demand for loss in foreign what they consider an outside prices is a little better demand for logs in foreign to Pailadelphia some sharp cutmarkets. In Philadelphia some sharp cut-ting has been done in white pine lumber and in hemlock. It is due to the anxiety of a few large d alers to capture some of the big contracts that are to be had among the builders of that city.

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Nature's resources are greatest, where nature's capital in rich agricultural lands, and where iron, coal and other useful minerals are most abundant, most accessible and of superior quality for all purposes, there will capital find its safest investment, largest returns and labor reap its richest reward. It is to the Anniston District where the best professional mining engineers and experts of the United States declare the great center of the iron industry of the South will drift, where its manufacture will be most permanent and profitable, and where ores in the greatest abundance and accessibility exist, and where they will be most easily mined, that this applies.



WOODSTOCK FURNACES-ANNISTON.

The Development of the Past Fifteen Years

Confirms all this, and every year convinces the experts of the correctness of their judgment. It is no longer opinion based on scientific and practical education; it is a fact that is clearly and successfully demonstrated, so that the visitor to the Anniston District can see at every step. The four iron furnaces that have been so long and successfully operated, and the new plant now being erected, and rapidly approaching completion, which will be capable of producing one hundred thousand tons of pig iron a year, demonstrate that

NOWHERE ELSE IN THE SOUTH

Has the iron industry been so profitable and so successful, or been established on so permanent a basis, and of no district is this so universally conceded by all, while nowhere else have arrangements been perfected and already established on so complete a scale to work the crude iron into higher branches of manufacture to increase its value, and to bring into the district the profits of skilled labor. THE GREAT CAR WHEEL WORKS OF NOBLE BROS. & CO., their rolling mill and steam forge and machine shops, and the Alabama Car Works, have been absorbed by the

UNITED STATES ROLLING STOCK COMPANY,

With a capital of \$4,000,000, for the purpose of adding to and enlarging the entire plant to build TWENTY CARS A DAY. Everything that goes into the creation of a car, except the tin for the roof and the wire nails, will be created from Anniston's crude material by her labor and skill. Fifty tons of wheel iron will be made into car wheels daily, twenty tons into a railes, fifty tons of pig iron into car and other castings, and fifty tons into bar iron and bolts, making nearly ten thousand dollars per day added to the wealth of the country by profitable labor converting nature's capital to the use of man. This company have a capital of \$4,000,000, and their Anniston works will represent a cash outlay of \$1,000,000. One thousand skilled mechanics will be employed as soon as the great enlargements under way can be completed.

THE STEEL BLOOMARY

Consumes and increases the value of twenty tons of pig iron per day, while the Pipe Foundry converts to the use of man TWO HUNDRED TONS OF PIG IRON PER DAY in one of the largest and best planned and most convenient labor-saving works on this continent. The Foundry of Murray & Stevenson, Engine and Machine Works of Pinder & Co., and Boiler and Sheet Iron Works of J. & D. Noble, all add to the consumption of crude material by the creation of finished work.

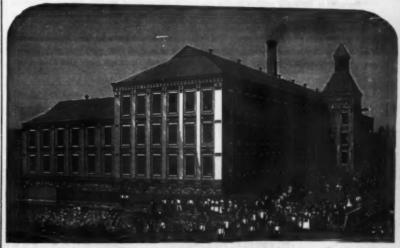
NOR IS IT TO IRON ALONE

That Anniston relies for increase of wealth and population. The Cotton Factory, with eleven thousand seven hundred spindles and three hundred and seventy-five looms, employing over three hundred and fifty operatives, adds greater value to the products of agriculture by converting six thousand bales of cotton into cotton cloth. The immense ninety-inch Morse Cotton Compress, with its brick warehouses, is fast making Anniston a cotton market and commercial center, and aiding its wholesale and retail merchants to extend and hold the trade of the country tributary to Anniston that its system of railroads has opened to them. The Georgia Pacific, the East Tennessee, Virginia & Georgia Railroad systems,

Give Direct Communication and Through Rates

To all parts of the country, while the Anniston & Atlantic Railroad, built by Anniston capital to open up new agricultural and mineral resources, gives Anniston, by connection with the Central of Georgia system, communication with the Atlantic sea coast and the new Anniston & Cincinnati Railroad, built and owned by Anniston citizens, opens up new resources and connections, and a shorter line with the great Northwest.

The proposed extension of the Anniston & Atlantic Railroad to Blocton will give another and shorter line to the great Cahaba Mines, producing the very best coal for domestic and manufacturing purposes in the South. Forty thousand acres of these coal lands, upon which a million and a half dollars have been lately spent in opening new mines and building several hundred coke ovens, ALL OWNED AND CONTROLLED BY ANNISTON CAPITAL, and developed to mine and manufacture three thousand tons of coal and coke per day, secures to Anniston for generations to come a full and certain supply of cheap fuel for all her industries, operated where a rich agricultural country can feed a mannfacturing and commercial people, and where the



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With mountain air and pure water, and an elevation of nine hundred feet above tide water, insures the health and comfort of the workman and his family; where health and comfort stimulate and lighten labor, and secure to it and its industries the reward due to both. It is these advantages which have been given by nature that enabled Anniston's citizens to create her past and present prosperity, and which secure her future. It is that they may participate in and avail themselves of these advantages that Anniston invites NEW CAPITAL AND TALENT AND ENERGY from all sections. We invite all to come and see, and on the spot to judge for themselves of the invite all to come and see, and on the spot to judge for themselves and possibilities. The comfort and quiet of the ismous Anniston Inn will make a visit to our city a treat and pleasure. Any information, attention and courtesy will be given and shown by addressing or applying to the

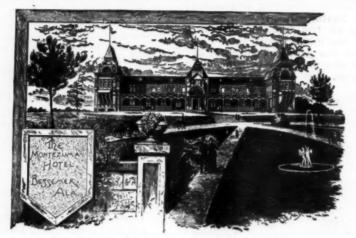
ANNISTON CITY LAND CO., Anniston, Ale.

BESSEME

WHERE IS BESSEMER?

Located according to its latitude and longitude, Bessemer is in 33 deg. 20' North latitude and 57 deg. West longi-tude from Greenwich. Its position in the State of Alabama is just above its center and about midway between its eastern and western boundaries. Its position in the Southern States is a noticeably central one. It is midway between Montgomery and Decatur, be-tween Meridian and Chattanooga, Motween Meridian and Chattanooga, mo-bile and Nashville, Savannah and Mem-phis, New Orleans and Louisville, all of which will readily appear from the map published herewith. So far as its geographical location is concerned it could not well be more central, more on the lines of communication and transportalines of communication and transporta-tion between the leading and principal commercial and manufacturing centers in the South. It has lines of railway leading direct to Texas, via Vicksburg and Shrevesport and via New Orleans; to Gulf ports, directly to New Orleans, to Mobile and to Pensacola; to all of the Atlantic ports and to the North. North. Atlantic ports and to the North, North-west and West. No city of its age was ever so favored with so admirable, com-prehensive and extensive a system of railway transportation.

VA MISS OUR DAVILLE N. CAROLINA ARKANS CAROLINA GEORGI AN ê 6 D



MONTEZUMA HOTEL, 194x150, OPENED NOV. 1, 1887.

On the 19th of April, 1887, the first lot was sold in Bessemer; on the 15th of the following September the place was incorporated as a city, having then a population of 1,500 people. At this time, 1st September, 1888, it has a population of 3,500. It has over 400 different structures, some of them business blocks that would highly credit a city of a hundred thousand popuation. Over two million dollars so far have been invested in improvements. It has completed the largest rolling mill plant in the South, and two of the largest

THE RAILWAYS OF BESSEMER.

In an area of four blocks, nine lines of

allways center: The Alabama Great Southern R. R. The Louisville & Nashville Min'l Line.

The Bessemer & Huntsville R. R.

The Georgia Pacific R. R.
The Kansas City, Memphis & Besse er R. R.

The Bessemer & Tuscaloosa R. R.

The Bessemer Dummy Line (standard

gauge).

All of these lines are running to Besse-mer. The Bessemer & Huntsville is completed as far as Village Springs, forty miles on the way up Murphree's Valley,

with its ultimate terminal point at Hunts-ville. It is being rapidly extended.

The Bessemer & Tuscaloosa is com-pleted to Woodstock, a distance of thirty miles, lacking only eighteen miles of reaching Tuscaloosa. At Woodstock this line connects with the Banachasta nis line connects with the Blocton Coal lines Railway.

The lines of the Bessemer, Selma &

Pensacola R. R. and Mobile & Bessemer R. R., now under contract and in process of construction, both center in this area.

E

m

\$2

The Sheffield & Bessemer R. R. is projected to Bessemer. It is now built as far as Jasper, forty miles northwest of Besse-

iron furnaces, extensive foundry and

machine shops and planing mills. Five

more iron furnaces are under contract,

three of them with foundations already

being laid. An enormous furnace fac-

tory, machine shops and boiler works

are being located, and will construct the

five furnaces mentioned. An enormous

fire brick, tile and terra cotta plant is being

established; has already commenced the

manufacture of fire brick and will regularly

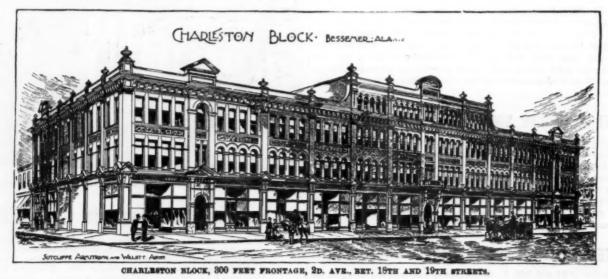
employ 200 hands.

GROW SO RAPIDLY? WHY DOES BESSEMER

of manufactories and industrial institutions and for labor, common and skil'ed, that are unusual and unrivalled. In Bessemer, pig iron is being made cheaper than at any other point in the United States. The iron ore, the coking coal and the limestone are almost within a stone's throw of the city. The site of Bessemer is superb, unusually attractive unimpeachably healthy, with thorough drainage and first-class water

Because it presents opportunities for the investment of capital, the establishment | works. It is already a leading manufacturing point, and is destined to become one of the princi al manufacturing centers in the South. Schools and Churches are already established.

The illustrations are of two structures already completed, one costing \$125,000 the other \$40,000. There are a large number of similar structures in Bessemer already completed.



ANY INFORMATION CONCERNING BESSEMER WILL BE PROMPTLY FURNISHED BY THE

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Population in 1876, 1,100. Population 1889, 32,000. And is to-day the Largest Rail-road Center of its Age in the World, and is the only gate through which everything must pass to the FAMOUS PANHANDLE of Texas, the greatest wheat-producing country in the world.

Fort Worth needs and will give substantial and hearty encouragement to Cotton and Woolen Mills, Iron Works and Machine Shops, Paper Mills, Tanneries, Factories for the manufacture of Wagons and Carriages, Furniture and all kinds of Woodenware, and all other manufactures.

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Fort Worth is 700 feet above the sea, and its Drinking Water is supplied by about 200 Artesian Wells, and from the manner in which

The Panhandle is Filling Up By Thrifty Farmers,

it is safe to predict, from the fact that Fort Worth alone is the entrepot of that great country, that she will, in twenty-five years, be

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SOUTHWEST OF CHICAGO.

→ Excepting, possibly, St. Louis and Kansas City. ←

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She has eighteen miles Sewerage.

She has seventeen Churches.

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She has between \$100,000 and \$200,000 in Public School Buildings.

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She has a Social Club with the finest Library Rooms in the State.

She has \$1,000,000 worth New Buildings in course of construction and under contract.

Fort Worth is the Most Public Spirited,

Go ahead, stirring City in the Southwest, and its citizens have given away over \$1,000,000 in donations to Railways and other Corporations to locate here, as the Constitution of the State precludes the voting or granting of Subsidies.

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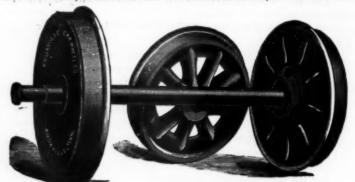
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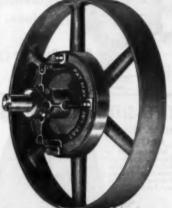
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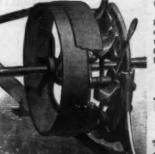
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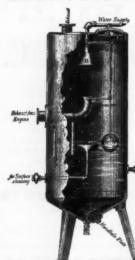
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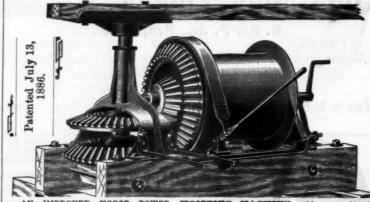
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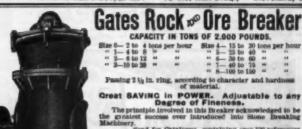
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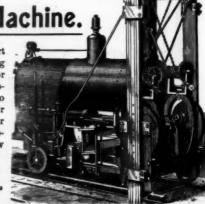
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TRADE NOTES.

MR. G. W. AVERY, president of the W. G. Avery Manufacturing Co., Cleveland, O., has just received notice from the Commissioner of Patents for Canada, that Canadian patent was issued to him April 2, 1889, overing elevator buckets, both welded, baised and fused.

C. W. RAYMOND & Co., of Dayton, O., are constructing an entire new plant, which they will occupy by July 1, 1889. They will also have almost a new line of wood and iron working machinery, together with special tools adapted to their work. Having built additions to their present shops every few months to keep pace with their growing trade and exhausted their limit of space, they will move to a new and larger location as indicated above.

ELECTRICAL SUPPLIES. - The Southern Electrical Supply Co., 310 N. Third street, St. Louis, Mo., keep on hand a complete line of electrical goods for telegraph, tele phone and electric-light companies. They quote attractive prices on Okonite wire, Candee weather-proof line wire and other specialties. They also deal in switches. cutouts, tapes, armature wires, construction tools and electrical fixtures in general, all of standard manufacture, for most of which they are special agents.

To keep up with the demand of the rg. Messrs. C. W. Raymond & Co., of Dayton, have constructed a No. 4 power Perfection press. It is highly successful as a worker of paving blocks, tiling, ornamentals, &c. Three of these presses are now under construction for one firm for pressing street paving blocks. By solidifying, finishing and ornamenting these blocks, it almost doubles their market value. A No. 5 power press, weight nearly 4,000 pounds, is also under way, which will be completed about April 1. It will work a die large enough to press an entire piece of panel work in terracotta or the very largest tiling made. This press was built for a New Orleans paving syndicate, but large orders from other sources are indicated.

THE attention of Southern tourists and business men visiting Buffalo or Niagara Falls is directed to the advertisement in this issue of the Niagara Hotel, Buffalo, N. This elegant and beautiful hotel is situated on Front and Porter avenues, con manding a splendid view of Lake Erie and the Niagara river. It has spacious conservatory filled with rare exotics, string music every evening, and all the accompaniments of a strictly first-class hotel. Southern people will find it a most delightful place in which to spend a few days. Special rates will be made for parties or families remaining a week or longer. The hotel is particularly well located for business men and their families. Accommodations may be telegraphed for in advance at the hotel's expens

THE Sprague Electric Railway & Motor Co. have lately made a radical change in their motor, doing away with the old type entirely, but retaining the more valuable features in the new combination, such as the flexible suspended motor, noiseless gearing, the use of two motors for a car, both controlled by a single switch from either platform, &c. The more noticeable points in the new are the recently patented carbon brush of original design, self-oiling bearings, completely dust-proof, independent and removable. The construction of the machine is such that it can be entirely enclosed, and all the parts protected from dust. They are built in two sizes, to and 15 horse-power. The proportion of weight with capacity has been much reduced, while the rate of efficiency is higher.

A RARE BARGAIN.-Attention is invited to the sale under trustee's decree of the Grist - Flouring Mill Machinery.

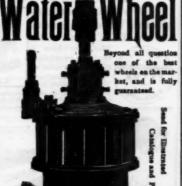
valuable property known as the Long & Bros. Manufacturing Co.'s property in Louisville, Ky., announced in this issue of The propthe MANUFACTURERS' RECORD. erty is a massive three story brick structure with metal roof on a lot 150x150 feet, with boile:-house, workshops, machine shops, dry rooms and blacksmith shop. Together with the property will be sold boilers, engines, shaftings, hangers, pulleys, saws, planers, matchers and a great variety of woo ing machinery. The property and the machinery cost originally over \$50,000, and will be sold for what it will bring. Situated as it is in the bustling city of Louisville the factory and its outfit constitute a bargain the like of which is seldom offered.







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БНЕ ШАРКЕТS.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, April 17, 1889.

Reports from the South show greater activity in the development of that section than ever before known. In all lines of manufactures remarkable progress is being made, and new mills, factories and furnaces are rapidly going up, while old plants are being steadily enlarged. Northern capital, especially from New England, is moving Southward at a lively rate, and all indications now point to a period of unprecedented activity and progress.

The most favorable financial showing of the past week is an increase of 91/2 per cent, in the gross earnings of 122 railroads for the month of March on an increased mileage of 41/2 per cent. This increase is due to a better demand for cereals. Railroad managers think it will continue. One authority, Bradstreet's, shows an increase for the month of March on 118 railroads of \$2,358,241; for the year the increase over last year is 8 1/4 per cent. Ten granger roads earned during March \$10,128,554 on 12,420 miles of road, against \$9,503 213 on 11,872 miles of road last year. The returns this month will compare very favorably with April last year. The financial returns from various banking centers are most favorable, showing in the aggregate a considerable increase in business, but the margins are low, and this is the occasion of a good deal of dissatisfaction. However, the time for wide margins is past and business interests must adapt themselves to the new conditions.

The iron trade has not improved nor have prices declined. The American Manufacturer shows that the production of crude iron is 150,684 tons, which is nearly 9,000 tons more per week than a month ago, Iron Age puts the figures at 153,166 tons. Out of the 607 blast furnaces in the country, 324 are in operation. Despite this very large production of crude iron there is very little accumulation of stocks at furnace. The consumption of iron is phenomenal; whatever else may be wrong, the demand is all right, Southern furnaces are increasing their production and are finding a ready market for it in almost every market. Eastern buyers are not taking quite as much Southern iron as Western. It is only a question of time and of confidence. The difference between Northern and Southern irons in Northern markets is about 50 to 75 cents per ton. Prices have not varied perceptibly. Foundry irons are in better demand because of the activity among hardware manufacturers and in all channels where foundry products are mostly used. The mills of the country are not running to fifty per cent. of their capacity. Mills are shutting down in an irregular sort of a way. Car-builders are making very restricted purchases. Railroad companies are ordering car work rather slowly, but intimations are thrown out that the summer will bring a vast amount of car work. The same intimation has been made within a few days in regard to bridge building work. It is also stated that there will be a greater activity in railroad building, and the assurances certainly justify that presumption. It has been observed for onths past that a great deal of railroad building has been projected; much more than has been reflected in orders for steel The Railway Age, of Chicago, has published some very interesting statements regarding railway construction and pro-jected milesge. During the first three months 14,800 miles were either under course of construction or projected. This is an astonishing statement, but not to those who keep an eye on the projected work. 53 400 miles are projected. In Pennsyivania alone there are 35 projected roads, all of them short lines aggregating in length 1,515 miles of track. Of course, only a small percentage of this mileage will be undertaken this year in

addition to what is already in hand, but it is evident that the last six months of the year will be very busy ones in railroad work and at all mills engaged in supplying railroad material. The large crops, the favorable export movement, the outgoing population now pushing into new sections, the industrial expansions everywhere, particularly in the Southern States, all point to an improving demand for all kinds of material later in the year. This is not a rash utterance, but is backed by many good reasons for its statement.

Prices are low, and this is encouraging so far as it goes. Great activity is always preceded by a depression in prices Promoters of large enterprises always wait till assured they can make their purchases safely. Even Benner, who is regarded by some as a good prophet, says that pig iron will advance to \$50 \$7 ton. This is, in some respects, a rather ludicrous statement to make when 300 blast furnaces in the United States at the present day are idle, but there is certainly room for an advancing tendency, even with thirty or forty furnaces projected in the country. In tidewater markets No. 1 is \$17.50 for Southern. Southern forge is \$14.50. Northern \$15 to \$15.50. Makers in the North are watching the market very closely thus far, and have been able to work off the greater bulk of production. opinions of makers in New York and Philadelphia are to the effect that the probable requirements for the coming six months will prevent much iron from gathering in yards or on furnace banks. In some quarters the makers are trying to force the market on account of financial necessities. So far as reported very few companies are in immediate danger from that cause. In Eastern Pennsylvania several companies are making no money, but they do not intend to stop on this account. In Western Pennsylvania and Eastern Ohio demand is low. Lake Superior charcoal is in very good request everywhere in the West. Bar iron is moving a little more freely this week and there is unusual activity in structural iron. A number of large orders for plates and tubes have just been placed, and in sheet iron a good many mills have had inquiries for large lots. Galvanized iron is maintained at full prices, notwithstanding there is a lack of harmony in the association. The past week or two has developed a good deal of activity in all kinds of merchant Steel rails are dull, and the mills have about 300,000 tons yet to make before the present allotment is complete. The total amount assigned by the Board of Control is 900,000 tons.

Foreign markets are quite active, and private and press cablegrams show an active condition both in Great Britain and on the Continent. There is nothing in the financial centers, although rumors are numerous. Steel rails have advanced five to seven shillings and are very strong. Heavy shipments of iron are made to all countries excepting to the United States.

HARDWARE.

The condition of the hardware market is unchanged. Trade is remarkably dull, and but few goods are changing hands. Copper and brass goods are still held at old prices. The manufacturers state they will make no concessions in prices before June, at which time they expect to be able to buy copper at lower rates. Steel wire nails are still offered at very low price by some manufacturers. Buildirg hardware is in fair demand, but very low prices are being made for large lots, particularly on door locks, knobs, etc. Blind hinges are very weak and irregular.

PITTSBURGH, PA, April 8, 1889.
To THE TRADE.—We are pleased to inform you that the destruction of our works in this city by fire on the 7th inst. will in nowise prevent the prompt execution of orders for axes and hoes, provided we are furnished with specifications immediately,

the large capacity of our Beaver Falls Works having been increased to meet all demands for these lines. On saws and shovels we shall be temporarily suspended, and will advise you when again in the market. Respectfully, Hubbard & Co.,

CINCINNATI.—Messrs. Rogers, Brown & Co. write: "The general tone of the market continues dull; nevertheless, the aggregate of current business is larger than is generally supposed. It is believed that so far this year Cincinnati is distributing 30 per cent. more pig iron than during the corresponding months of last year. The tendency seems to be towards steady increase. Values have not recovered, but are fully holding their own. Prices are so low that manufacturers both North and South complain seriously and are disposed to blow out furnaces liberally unless signs of improvement appear soon. Four or five of the lavgest Southern furnaces have gone out of blast for repairs and in most cases no effort will be made to start again until prices are better. Consumption throughout the central

West continues nearly, if not quite, up to the usual standard"

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GRAPHITE PIPE JOINT CREASE
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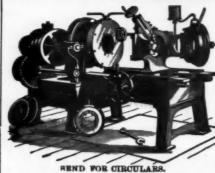
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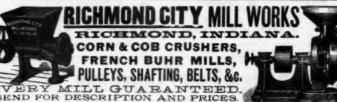
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→ HARDWARE. ←	
Baltimore WHOLESALE Prices.	
Eagle and Vulcan 9 20. 10 G. dis sos Wright's 926 C. Arminage's Mouse Hole 96 Treation 1506 Wilkinson's 1506	Account Have a season
Cons. Valley Mig. Co	- L
Espassive Bits, Ives dis 25 ferpassive Bits, Ives dis 25 ferpassive Bits Hake's small, first; large, dis 25 ferpassive Bits Hake's small first, dis 25 ferpassive Bits Hake's small first, dis 25 ferpassive Bits Hake's small first, dis 25 ferpassive Augers, Ives small first, dis 25 ferpassive Augers, Ives small first, dis 25 ferpassive first, dis 25 ferpassive for 15 ferp	1
Gimlet Bits. \$9,50 th gross, dis 50 filmlet Bits, Diamond to doe fis.5, dis 50 filmlet Bits, Deaphardson's dis 40 filmlet Bits, Despitats' dis 40 filmlet Bits, Despitats' dis 40 filmlet Bits, Despitats' dis 50 filmlet Bits, Ives' dis 50	-
Sewing Brass Ferrulo\$3.50 \$ gross—dis 40820 \$ Patent Sewing, Short\$30 \$ gross—dis 40820 \$ Patent Sewing, Long\$30 \$ gross—dis 45820 \$ Patent Peg, Plais Top\$30 \$ gross—dis 45820 \$ Patent Peg, Leather Top\$20 \$ gross—dis 45820 \$	
Awis, Sawing, Lommon	- 51
Collins & Co	
Collias & Co	
Sheidos & Co., iron	1
BALANCES.	1
Hand, Light Brass. dis 50 % Hand, White Metal. dis 65 % Hand, White Metal. dis 65 % Hand, Silver Chime. dis 93kro 5 dis 65 % Hand, Silver Chime. dis 93kro 5 dis 9	8 0777 8 8
Cow, Taxas "Star" ana.cows. Blacksmith's Common. dis soltus \$ Moider's . dis 10 \$ Hand Bellows dis 50 \$	
Francis dis so s Mackrell's \$\psi\$ dos pairs \$\psi\$.co. dis so s Van Sand's Screw Pattern, \$\psi\$ gross, not. dis 60 \$ Van Sand's Old Pattern \$\psi\$ prodis. 55 \$ Marriman's	
Barbed, % in. and larger	
Penfield Blocks. dis 50 %	
Cast Iron Barrel Shutter, &c. dis 79 5 Cast Iron Chain (Sargent's list) dis 64kto 5 Wrought Barrel dis 79 5 Wrought Square. dis 79 5 Wrought Square. Stanley's list. dis 66kto 5 Wrt. Shutter, all Iron, Stanley's list. dis 66kto 5 Wrought Shutter, Sargent's list. dis 66kto 5 Wrought Shutter, Sargent's list. dis 66kto 5 Wrought Sunk Finsh, Stanley's list. dis 66kto 5 Wrought Sunk Finsh, Stanley's. dis 55kto 5 Wrought Sunk Finsh, Stanley's. dis 56kto 5 Wrought B. K. Fhuth, Stanley's. dis 56kto 5 Wrought B. K. Fhuth, Stanley's. dis 56kto 5 Carriage and Tire, Common, new list. dis 50 for 5 Carriage Bolts, Clark's . dis 75 kto 5 Horway. dis 55kto 5 Tire, "Bay State" dis 75 for . dis 75 for . dis 65 for .	
Bolt Ends and Lag Screwsdis 75 S SORAN. ye \$ D set.	
gc th it not. Backus	1



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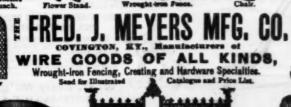
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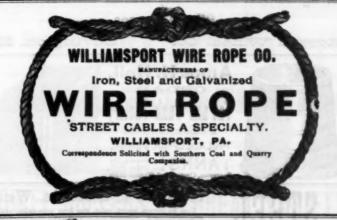


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Phillips, with August
Shalf, pints
Union Net Co
Wrought Brass
Fast Joint, Harrow die see Fast Joint, Lt. Marrow die see Fast Joint, Lt. Marrow die see Fast Joint, Rroad die see Lease Jeint, Brund die see Lease Jeint, Brund die see Lease Jeint, Brund die see Indée Blind, Rogenier die see Indée Blind, Light die see Lease Pin, Wrt die seek gi Spering Hingse- Geor's Spring and Blank Butts. die se Hart Manufacturing Co. die sektie s Americans Spring Hings Co's die sektie s Geor Spring Hings Co's die sektie s Geor Spring Hings Co's die sektie s Geor Spring Hings Co's die sektie s
Humanon, Buckley & Co's
Himnacon ik Buckley hilg. Co
American Branch
U. M. C., F. C. trimmad
Rim
Branged Conton. S. S.
Horse and Curry, dis so s Cotton, now tlet, Aug, 1883. dis so s Wool, new list, Aug, 1883. dis so s
Cast Steel, Polished
Plate and Shallow Socket dis 60km 5 Plate and Shallow Socket dis 60km 5 Deep Socket dis 40 5 Martin's Patent (Photein) dis 40 5 CANYLE MADRIE
Surgeon's die po 5 7. S. & W
Contrai Fire—ya, fit.co; yf, fig.co; qt, ti.co; qt, fig.co; qt, qt, fig.co; qt,
White Craves of the special sp
Conton Fish Lines
White Crayeon COSTON LISTER. See Coston Challe Lister. S. J.
Iron, Cabinet, Sargent's. Iron, Carringe maker's, Carr & Crawleydie og #
Horway or Best
Racking, now list

50	
Compasses dis yeltes Calipara dis yeltes Cook's Pencil dis 12 S	
Bradley'sdis 15@00 S Barton'sdis so S	-
Cast Steel	
CURLING TROWS, &c. 15, 36, 18, 18, 18, 18, 19, 19, 19, 19, 19, 19, 19, 19, 19, 19	
Fisch's new list. dis 50&10 \$ Hotchkiss, Novaity, new list, July, 1880 dis 55 \$ Hotchkiss, Excelsior Superior Champion dis 55 \$ Lawrence, "Perfect" dis 500.00, dis 500.	
Silvered Giass	
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Marking, Stanley's dis 60 5 Marking, Chaple's dis 60 5 Marking, Chaple's dis 50 5 Wire dis 50 5 Wire, Disston's dis 30 5 Wire, Whosler, Madden & Co dis 30 5	-
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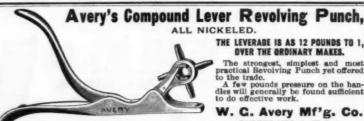
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Yerkes & Plumb
Hammers dis 40810 g Siedges. dis 60810 g Mason and Spalling Hammers, &c. dis 60810 g HAMDLES.—Door or Thumb Latches. Nos
Per Gos 30.30 1.00 1.13 1.30
Barn Door
Lifting
Manous.—Door or Thumb Latches. Nos 9 1 2 3 4 Per dos 90,50 1.00 1.13 1.35 1.30 dis 60kno 5 Roggin's Latches 9 dos 365.00 0.00 1.00 1.15 1.35 1.30 dis 50kno 5 Roggin's Latches 9 dos 365.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
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16. 4, per total part
Anti-Friction Barn Door Hanger, & dos. pair, 8.50 net Cronk's Pat. Wire Cutter and Bender, 8 ln., & dos. pair
\$ der. pair. \$1.00 & 405 Barn Door, old patterns dis 60&10 \$ Barn Door, New England dis 60&10 \$ Climax (Anti-Friction) dis 50 \$
Richard's. dis so g Ridder. dis 50 g Paragon dis 40 to 40kro g Smith
Underhill's
Croak Hanger Ca.— No. 4, per doz. pair. \$12.00, 50kto \$ 10. 4, per doz. pair. \$14.40, 50kto \$ 11. 10. 10. 10. 10. 10. 10. 10. 10. 10.
"Lightning" \$\text{dos \$18.00 net so \$}\text{Wadsworth'sdis 40 \$}
Blind Hinges— dis 75, no&5 % Shepard's "Noiseless" dis 75, no&5 % "Niarara" dis 80.82% \$
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"O. S.," Lall & Porterdis 75&10 % "Acme," Lall & Porterdis 75&5 % "Queen City" Reversibledis 75, 108.5 \$ Clark's Old Pattern
Blind Hinges
Shepard's (Nos. 1, s, and 3) and Clark's Genuine Pattern
Screw Hook and Strap. 6 to rs in
Crown spring hinges, for acreen doors, dis 60 5; for for solid doom, single action, dis 45 5; for solid doors, double action, dis 55 5. Crown Screen Door Latch
Clark's Tip Pattern
No. 2 Galv. \$22.00 dox.; No. 2% Galv. \$33.00 dox
Screw Hook and Eye \$\frac{3}{5} \tilde{c}
No. 5 Galv. 38s.co dos.; No. 25 Galv. dis so 5 Heavy Welded Hook \$8 \text{\$\tex{

	7
Walker's Horse Shoes	Auditables, 41
\$3.95 \$3.95 \$3.95 \$5.00 \$2.00 \$1.00	
a qts. 3 qts. 4 qts. 6 qts. 8 qts. 10 qts. 14 qts. \$3.75 \$4.50 \$5.50 \$7.00 \$9.00 \$11.00 \$14.00 \$84.00 \$89.07\$ "Highting" dis \$5 \$8 White Mountain. dis 508.05 \$4 Crown. dis 508.05 \$2 Crown. dis 508.0	
Shutter, Porcelain LADLES. Meiting & Skim'ng, Monroe's Pat.® dor \$4dis 55&xor Meiting, C & C dis 35&xor Meiting, C & C dis 45&xor Meiting, C & C	
Brasferd Norwalk Norwich P. & F. Corbia Russell & Erwin Mallory, Wheeler & Co. Nimick & Brittan Mg. Co. Norwich Lock Manf. Co. Wm. Wilcox & Co. Wm. Wilcox & Co's Plate Locks. Wal Lock Manf. Co. Wm. Wilcox & Co's Plate Locks. Gis 405 Romer's Constolor Romer's Constolor Scandinavian, "Norwich" Minick & Britan Proof Locks. dis 258405 dis 258405 dis 268405 Scandinavian, "Norwich" dis 508405 Scandinavian, "Norwich" dis 508405 Scandinavian, "Norwich" dis 508405	
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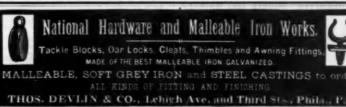
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I	vo-lach, \$1.75; S-lach, \$1.50; S-lach, \$1.55 anch40 \$
١	Stanley R. & L. Co.'s Pat. Adjustable.dis 65&xedxe 5 Stanley R. & L. Co.'s Non-Adjustable.dis 65&xedxe 5 Chapin's Patent Adjustable
ı	Dinaton's Albo Lavena. Dinaton's All Loca's Pat. Adjustable, dis 6gknokno 8 Stanley R. & L. Co.'s Pat. Adjustable, dis 6gknokno 8 Stanley R. & L. Co.'s Non-Adjustable, dis 6gknokno 8 Chapin's Patent Adjustable dis 6gknokno 8 Standard Rule Co. s New Adjustable. dis 6gkno 8 Standard Rule Co.'s Non-Adjustable. dis 6gkno 8 Standard Rule Co.'s Non-Adjustable. dis 6gkno 8 Pocket Levels dis 6gkno 8
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	Barn Door Isch. 16 76 76 76 76 76 76 76
	Iron and Timed, new list, Nov. 19, 1889dis 50 S In bulk, new list, Dec. 10, 1881dis 55 S Copper Rivers and Surveydis 50 S
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	Stair, Brass
	Borwood, Ivory,
	Chapin's
6	Stevens & Co. Miscellaneousdis police s
	Salf-Heating, Charonal \$\ \\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
	Bacder & Adamson's Flint, co@1;6\$4,50 W.f'm. Bacder & Adamson's Flint, a, 0;62,
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Douglas Mig. Co. dis solkus Disaton's dis 4 Covelas Mig. Co. dis 7 Stanley Rule & Level Co s. Var. Hdls. dis 5 Stanley Rule & Level Co s. Var. Hdls. dis 5 Stanley Rule & Level Co.'s Black Hdls. dis 5 Ratchet dis 75 Clark's Patent dis 8 Shepardson dis 95	9 9 9 9 9 9
Bosnoy's	***
Wm. Rogers Manf. Co	MMMM
Round Head Blued.	SEE SEE SEE
Standard new list, March I. Flat Head Bright	
Jack (Wilson's)dls as s	
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To Handles Nichel Blade dis estro	
Silding Door, M. W. & Co., List	
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Ames, New List, November 1 1855 dis so 5 Griffiths dis 508; 5 Remington's (Lowman's Patent) dis 308; 5 Rowland's dis 60; 5 Rowland's dis 60; 5 Rowland's dis 60; 5 Rullynhoott, new list dis 65; Humy, Sins & Co tis 25 Entry Sin	
Humy, Blist Co	
Covert's Soldering Irons	
Britannia dis 60, 10dk 10 g Tinand, Iron, Table and Tea dis 65 g Tinand Iron Basting dis 20 g Gurman Silver dis 40dk 3 g	
Hindestan No. 1, 45.; Axe, 55	
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	Peerless, with Cors. No. 2
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	VIEW,
	Cheney's Combined Vise and Azvildls 30 \$
	Solid Box-Wilson'sdis 50k10 \$
- 1	Trentondis 4043 \$
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	Manneer Drill Mfg. Co's—
- 1	Machinist's Vise
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	Trentondls a5 \$
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	Bright and Annealed Nos office die follog
	Reight and Annealed Nos 168-18 die 6-
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1	Brass and Copper, list of Jan. 17, 1884

ı	Tinned Broom Wire, Nos. 18 to 95	dis 60 %
,	Annealed Fence, Nos. 8&g	dia 6x 6
i	Annealed Grape, Nos. 10 to 14	die 6x 4
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	Tanannad Bash Rones	B D 46
ĸ	Galvanised Barbed Fence	
	Buck Thorn Galvanized	9 5 - K
	Picture Wire	dia for 6
	Clothes Line Wire, Galvanized	Se ar S dos
	Wire Cloth, gree , drab and black	20.75 T 000
	WIRE HAILS.	
	Standard Penny Nalls	.\$2.90 Bass.
	Wire Nalls List, November 16, 1828	dls 70 %
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	American Adjustable	dis 45 \$
	Baxter's Adjustable "5," list Jan., 1850.	die se S
	Baxter's Diagonal	dis 40 %
	Coes' Genuine	dis 60 \$
	Coes' "Mechanics"	dis folkro S
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	Always Ready	- \$0.00-es \$
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	WRINGERS.	Per dos.
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Universal, XX, No. 18each	20.73
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TRADE NOTES.

CHANGE OF LOCATION .- The Duplex Steam Heater Co, 10 Barclay street, New York, give notice that on and after May I their office will be at 23 Bethune street, New York.

WE learn from the Western Electrician that Okonite wire is specified for all the wiring for electric bells and messenger calls in the Auditorium Building, Chicago. Over 200,000 feet will be required.

R. C. FREEMAN, Goldsboro, N C., advertises in this issue a valuable property in that State, consisting of 400 acres of good land, fine water power, and granite deposits, pink and blue, of superior quality.

THE Commercial Hotel, of Suffolk, Va., is well patronized, and is the one at which all commercial men stop while at Suffolk Its proprietors, Messrs. Smith & Bell, are sant gentlemen and well posted in the hotel business.

THOSE in need of a satisfactory ice-cream freezer should write to the American Machine Co, manufacturers of hardware specialties, American street and Lehigh avenue, Philadelphia, for circulars descriptive of the "G:m" freezer, for which they claim exceptional merits.

INJECTORS ETC -The Rue Manufacturing Co., 116 N. Front street, Philadelphia, mail on application a descriptive catalogue, with price-lists, of their Little Giant fixed nozzle and unique injectors, Rue's patent boiler washing and testing apparatus, steam valves, boiler checks and other appliances.

T. WILLIAM HARRIS & Co . 44 Broadway. New York, have been awarded the contract for building water works for the town of Marblehead, Mass. The work includes about eight miles of pipe and a great deal of difficult ledge work, as the streets are very narrow and the ledge plentiful and

THE New York Stamping Co. will move into their new factory, corner North 11th and Berry streets, E D., Brooklyn, N. V., April 20th. The new factory is much more spacious than the old, and they will have better facilities for carrying on their business, which, we are informed, has increased considerably during the last year.

THE Canton Steel Roofing Co., of Carton. Ohio, are now doing business and com p'etely settled in their new plant, which they say is "the largest and most corvenient of the kind in the country." They are evidently enjoying their anticipated increase of business, as a statement from them for the first quarter of 1889 shovs an increase of thirty-two per cent. over the same period last year. They are sending out a neat and instructive catalogue to all i iquirers.

MESSES J S. GRAHAM & Co., of Rochester, N. Y., report that they are very busy filling orders on wood-working machinery, and are working their factory 12 hours a day. They have received an order for one of their large timber planers to plane four sides of a timber 20x12 inches. It will be placed in the mill of Joseph Jackson, of Tonawanda, N. Y. They are also building a special sounding-board planer to plane 60 inches wide for the Ivers & Pond Piano Co., of Cambridgeport, Mass. These two machines are the largest and widest planers in The timber planer weighs the country. 19,000 pounds.

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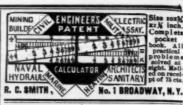
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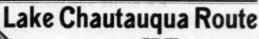
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TRADE NOTES.

A CHANCE FOR INVESTORS -An advertiser in this issue invites communications from capitalists who may be desirous of joining the patentee of several inventions in the line of machine tools, passenger and freight elevators, etc., who wishes to engage in the manufacture of the same at points in the South. Here is a chance to establish paying industries.

THE Rome Foundry & Machine Works, manufacturers of the Davis double turbine water-wheel, engines, boilers, mill machinery, etc., Rome, Ga, are now moving into their new brick, metal-roof foundry and machine shop buildings in West Rome, which they have just built, where they will be better prepared than ever to serve their numerous customers and friends, and be able, they think to meet the growing demand for the Davis double turbine water-wheels, mill machinery, castings, etc. They write us that "trade is unusually good this season; inquiries for water-wheels are pouring in from every direction, and we look for a heavy business this summer and fall.

PORTABLE HOUSES .- The approach of the summer season, when people are driven from cities and towns to the seashore or the mountains, renders timely the Ducker Portable House Co.'s catalogue. This contains many admirable cuts illustrating the company's various designs for portable houses, camping cottager, bathhouses, lawn pavilions, boathouses, athletic and bicycle halls, etc. In fact, the company are prepared to furnish complete summer towns, so far as the buildings are concerned. If desired, the houses are furnished. The structures are neat, tasteful, comfortable and reasonable in cost. Address the Ducker Portable House Co., 735 Broadway, New

COMPOUNDING HIGH SPEED ENGINES. Recent developments in the direction of compounding high speed engines are attracting marked attention from steam users as a step in the direction of higher efficiency without sacrificing the recognized advantages of compact power driving direct to dynamos or other rapidly rotating machinery. A new feature in this development which will be watched with interest is the use of this type of compounds without the condenser in localities where cheap water for condensation is not available. It is believed that high steam pressure, expanding through two cylinders, will effect a clear saving that will more than justify the small additional expense of compounding. Actirg on this belief, Mr. C. J. Field, general minager of the Edison Electric Illuminating Co., of Brooklyn, and formerly chief engineer of the Edison United Manufacturing Co., has selected this type of engine for the mmoth central station now being erected at 360 Pearl street, Brooklyn, where the energy of 3,000 horse-power will be sent cut in electric currents through an underground system radiating through nearly a mile in all directions from the station as a center. The engines for this work will be furnished by the Ball Engine Co, of Erie, the order having been placed with their New York agent, C. R. Vincent & Co, No. 15 Cortlandt street, for twelve engines, each 250 horse-power capacity. The general plan of these engines will be of the double horizontal type with opposite cranks and one high pressure and one low pressure cylinder. Each engine will weigh about 30,000 pounds. thus making twelve full car-loads for the engine equipment of this station. Steam will be supplied at 125 pounds pressure by a battery of Babcock & Wilcox boilers, situated on the same floor with the engines. With an electrical outfit embodying all of Mr. Edison's latest improvements in central station work, it is the expectation of the projectors of this enterprise that they will have the most economical and efficient sta-tion that has yet been erected.

M. W. MASON, formerly of Mansfield, Ohio, has recently opened an office in Norfall, Va., and will conduct excursions from Columbus, Ohio, and other Northern points to Richmond and Norfolk. Mr. Mason was one of the leading real estate sgents of his State, and the fact that he now locates his principal effice in Norfolk is proof of the faith he has in its future. He has recently purchased a large tract of land near the city, which will be laid out under the name of South Norfolk. He proposes to make this one of Norfolk's most attractive additions, with large lots, wide avenues, shade trees and beautiful parks. It is also proposed in the near future to run an electric road to it, so that those building there can have every advantage.

VALUABLE COLLIERIES AT AUCTION -The merits of West Virginia coal lands have long been recognized by shrewd investors. But the value of a developed property such as the Hawks' Nest Collieries, located in that State, on the Chesapeake & Ohio Railway, in Fayette county, which is advertised for sale in this issue of the MANUFACTURERS' RECORD, can be perceived on perusal of the notice. The property is situated between the New and the Gauley rivers, and comprises coal mines, eighty De Soldenhoff copper coke ovens, storehouse, cffice buildings, dwellings, tenements, etc; in short, a desirable mining property, comprised in two tracts of 1,564 and 1,060 acres, respectively. With the property, which is seamed by easily worked coal veins, will be sold the Hawks' Nest & Gauley River Railroad, (4 miles) connecting the collieries with the Chesapeake & Ohio at Hawks' Nest station. Investors will do well to give the adver-tisement a careful perusal.

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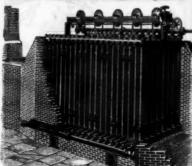
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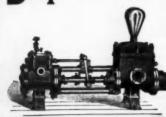


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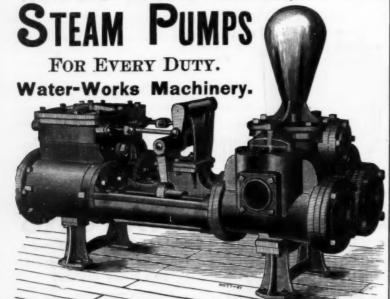


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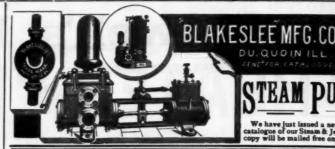
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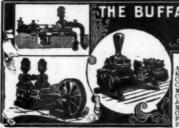
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